



ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX (510) 836-2185  
E-MAIL: [mail@accma.ca.gov](mailto:mail@accma.ca.gov) • WEB SITE: [accma.ca.gov](http://accma.ca.gov)

**PLANS AND PROGRAMS COMMITTEE**

**MEETING NOTICE**

**Monday, February 13, 2006**  
**10:30 A.M.**  
CMA Board Room  
1333 Broadway, Suite 220  
Oakland, California 94612  
(see map on last page of agenda)

Members:  
Chair: Councilmember Larry Reid  
Vice Chair: Supervisor Scott Haggerty  
Mayor Allan Maris  
Mayor Roberta Cooper  
Mayor Mark Green  
Mayor Jennifer Hosterman  
AC Transit Director Dolores Jaquez  
BART Director Tom Blalock

Staff Liaison: Jean Hart  
Secretary: Christina Muller

**AGENDA**

*Copies of Individual Agenda Items are Available on the CMA's Website*

**1.0 PUBLIC COMMENT**

Members of the public may address the Committee during "Public Comment" on any item not on the agenda. Public comment on an agenda item will be heard when that item is before the Committee. Anyone wishing to comment should make their desire known to the Chair.

**2.0 CONSENT CALENDAR**

**Action**

- 2.1 [Minutes of January 9, 2006 \(page 1\)](#)**
- 2.2 [Deputy Directors' Report\\* \(page 3\)](#)**

**3.0 ACTION ITEMS**

- 3.1 [Lifeline Transportation Program\\* \(page 9\)](#)** **Discussion/Action**

It is requested that the Board: 1) approve Alameda County's Lifeline criteria, 2) approve recommendation of weighting of Lifeline criteria, and 3) approve minimum and maximum grant amounts. Alameda County's Lifeline Transportation Program budget includes approximately \$1.1 million in Congestion Mitigation Air Quality Improvement (CMAQ) funds, \$2 million in State Transit Assistance (STA) funds, and an estimated \$1.8 million in JARC funds. With MTC's current estimate of JARC funds for Alameda County, a total of \$4.9 million will be available for the Alameda County Lifeline Transportation Program.

The purpose of the Lifeline Transportation Program is to fund projects that result in improved mobility for low-income residents.

- 3.2 [Federal STP/CMAQ Funds: Cycle 3 Projects\\* \(page 17\)](#)**

**Discussion/Action**

The Committee is requested to review and approve the final program of projects for Cycle 3 Local Streets and Roads Shortfall (Cycle 3 LSR). ACTAC will consider this item at their February 7<sup>th</sup> meeting.

**3.3 Federal STP/CMAQ Program: At Risk Report\* (page 21)**

**Discussion/Action**

The Committee is requested to review and approve the attached Quarterly At Risk report for local projects programmed in the STP/CMAQ Program.

**3.4 State Transportation Improvement Program:  
Quarterly At Risk Report\* (page 27)**

**Discussion/Action**

The Committee is requested to review and approve the attached Quarterly At Risk report for local projects programmed in the State Transportation Improvement Program.

**3.5 2006 State Transportation Improvement Program (STIP):  
Final Program of Projects\* (page 33)**

**Discussion/Action**

The Committee is requested to review and approve the adjustments to the 2006 STIP Program since the CMA Board approval of the program on November 18, 2005. ACTAC will consider this item at their February 7<sup>th</sup> meeting.

**3.6 City of Piedmont Request: Funding for Grand Ave Signal  
Project\* (page 37)**

**Discussion/Action**

The City of Piedmont is 95% complete with the design of the signalization project at the intersection of Grand Ave/Rose Ave/Arroyo Ave. The total project cost is \$287,500. Piedmont is requesting assistance from the CMA in bridging the funding gap of approximately \$221,700. The Committee is requested to take action on this request. Staff will present the recommendation from the February 7<sup>th</sup> ACTAC meeting at the Plans and Programs Committee meeting.

**3.7 CMA Capital Expenditure Program (CEP):  
Quarterly Status Report\* (page 39)**

**Discussion/Action**

The CMA Board is requested to review and accept the attached Capital Expenditure Program (CEP) Report. This report provides an update on the status of capital projects that are being implemented by the CMA, as well as other projects in Alameda County that may be of interest to the CMA Board. This report is presented to the CMA Board on a quarterly basis to keep the Board updated on the delivery status of CMA sponsored projects.

**3.8 Dynamic Ridesharing Pilot Project:  
Budget and Contract Amendment\* (page 99)**

**Discussion/Action**

The CMA received a grant from the Federal Highway Administration (FHWA) to implement a dynamic ridesharing pilot project. In Fall 2005, the Board approved a total consultant budget of \$178,700, consisting of \$142,960 in federal funds and a \$35,740 local match. RideNow was launched on November 15<sup>th</sup>, 2005. Because the Dynamic Ridesharing technology had never been tested before and at the request of our partner agencies, a limited version of the project was implemented. It has now been demonstrated that the Dynamic Ridesharing concept works. Forty-two participants have registered and made approximately 260 ridematch requests that resulted in 20 ridematches. Now wider marketing efforts are needed to increase participation and to demonstrate that the ridematching program could be applied at a regional level. It is recommended that the Board approve an additional \$30,000 to implement additional marketing and complete the Pilot Project.

Funding is available from the federal grant; however a local match is required. It is recommended that the Board approve programming of \$24,000 in federal funds previously approved by FHWA and \$6,000 in local match of which \$4,500 is from CMA TIP funds and \$1,500 is from in-kind staff time.

**3.9 Congestion Management Program:  
2004-05 Draft Mobility Monitor\*(page 101)**

**Discussion/Action**

The CMA distributes the Mobility Monitor each year based on a summary of the annual Performance Report. The draft newsletter is attached. It is recommended that the CMA Board approve the 2004-05 Mobility Monitor. Graphics will be added upon approval of the text. The final newsletter will be completed and distributed to local jurisdictions, newspapers, public libraries and others.

**4.0 DISCUSSION OR INFORMATION ITEMS**

**4.1 Funding for SMART Corridors Program\* (page 109) Discussion/Information**

In February of 2005, staff presented to the Plans and Programs Committee a draft Operations and Maintenance Plan for the SMART Corridors. Staff is updating this plan and evaluating options for a dedicated fund source for the SMART Corridors O&M. Staff is seeking the Committee's input on the approach to the revised plan and any other issues that should be addressed in a revised O&M funding plan.

**5.0 ADJOURNMENT/NEXT MEETING: MONDAY, March 13, 2006**

(#) All items on the agenda are subject to action and/or change by PPC.

\* Attachments enclosed

\*\* Materials will be available at the meeting.

*PLEASE DO NOT WEAR SCENTED PRODUCTS SO INDIVIDUALS WITH ENVIRONMENTAL  
SENSITIVITIES MAY ATTEND*

**PLANS AND PROGRAMS COMMITTEE  
MINUTES OF JANUARY 9, 2006**

February 13, 2006  
Agenda Item 2.1

**OAKLAND, CA**

Vice Chair Haggerty convened the meeting of the Plans and Programs Committee at 10:40 a.m. The roster of attendance is attached.

**1.0 PUBLIC COMMENT**

There were no public comments.

**2.0 CONSENT CALENDAR**

**2.1 Minutes of December 12, 2005**

**2.2 Deputy Directors' Report**

A motion was made by Green to approve the Consent Calendar; a second was made by Jaquez. The motion passed unanimously.

**3.0 ACTION ITEMS**

**3.1 TFCA Program: Quarterly at Risk Report**

Annie Young, Project Delivery Management Group reviewed the Quarterly At Risk report for local projects programmed in the TFCA Program. A motion was made by Blalock to approve the TFCA Program Quarterly at Risk Report; a second was made by Hosterman. The motion passed unanimously.

**3.2 Federal STP/CMAQ Program: Cycle 3 Local Streets and Roads Shortfall (Cycle 3 LSR)**

Todd reviewed the draft program of projects for the Cycle 3 Local Streets and Roads Shortfall (Cycle 3 LSR) program projects. A motion was made by Green to approve the draft program of projects for the Cycle 3 Local Streets and Roads Shortfall (Cycle 3 LSR) program projects; a second was made by Blalock. The motion passed unanimously.

**3.3 Transportation for Livable Communities Program**

Stark reviewed the final Transportation for Livable Community (TLC) program and noted that on December 22, 2005, the Board authorized the Plans and Programs Committee to approve the final Transportation for Livable Community (TLC) program of projects. She noted that the funding is from the Transportation Enhancement (TE) Program included as part of the 2006 STIP and the recommended projects will be submitted to MTC to meet the January 17<sup>th</sup> deadline for inclusion into the 2006 STIP. A motion was made by Blalock to approve the Final Transportation for Livable Community (TLC) Program; a second was made by Green. The motion passed unanimously.

**4.0 DISCUSSION OR INFORMATION ITEMS**

There were no items this month.

**5.0 ADJOURNMENT/NEXT MEETING: MONDAY, FEBRUARY 13, 2006, 10:00 AM**

Chair Reid adjourned until Monday, February 13, 2006 at the CMA Office, 1333 Broadway, Suite 220, Oakland, CA 94612.

Attest By  


Christina Muller, Secretary



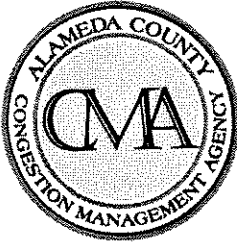


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## PLANS AND PROGRAMS COMMITTEE JANUARY 9, 2006 ROSTER OF MEETING ATTENDANCE CMA OFFICES, OAKLAND, CALIFORNIA

NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1. <i>Chun</i>	<i>staff</i>	<i>508762560</i>	<i>chun@accma.ca.gov</i>
2. <i>Zack Wasserman</i>	<i>WRBD</i>	<i>834-6600</i>	<i>zwasserman@wrbd.com</i>
3. <i>Neil A Parish</i>	<i>WRBD</i>	<i>510-834-6600</i>	<i>NParish@wendel.com</i>
4. <i>Anthony Lopez</i>	<i>Ac Transit</i>		
5. <i>Alma</i>	<i>Alameda County</i>	<i>510-834-6600</i>	
6. <i>Alan Mars</i>	<i>Albany</i>		
7. <i>Scott Langley</i>	<i>ALAMEDA COUNTY</i>	<i>510-834-6600</i>	<i>scott.langley@accma.ca.gov</i>
8. <i>Tom Black</i>	<i>BART</i>	<i>490-7565</i>	
9. <i>Jennifer Hesterman</i>	<i>PLS</i>		
10. <i>Mare Stark</i>	<i>CMA staff</i>		
11. <i>Roberta Cooper</i>	<i>Harwood</i>		
12. <i>Matt</i>	<i>CMA staff</i>		
13. <i>Sam</i>	<i>"</i>		
14. <i>Paul Hart</i>	<i>"</i>		
15. <i>Dennis Fay</i>	<i>"</i>		
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February 13, 2006  
Agenda Item 2.2

Memorandum

Date: February 1, 2006  
To: Plans and Programs Committee  
From: Jean Hart, Deputy Director  
Frank Furger, Deputy Director  
Subject: Deputy Director's Report

**Countywide Bicycle Plan Update** – At the January meeting, ACTAC discussed bicycle access to transit hubs, a recommended financially constrained bicycle network, and revenue estimates. Comments on the proposed financially constrained network are being incorporated as well as some modifications to the network. The next Bicycle Plan Update Workshop will be held on March 7<sup>th</sup> at 11:30 a.m. before the ACTAC meeting. At this meeting, the group will discuss the financially constrained network and high priority projects.

**MTC's Lifeline Transportation Program** – CMA and ACTIA will issue a joint Call for Projects for the Lifeline Transportation Program on March 1, 2006. The Call for Projects and Application process is being reviewed by the Plans and Programs Committee and Board in February.

**I-880 Corridor System Management Study** – Caltrans' consultants presented the preliminary findings of the study in terms of congested bottlenecks and potential causes of congestion along with a draft list of projects that will be used for performance evaluation to the CMA Board on January 23, 2006. The next steps are to identify complete corridor improvements and develop priorities and a sequencing plan using the microsimulation model.

**North I-880 Operations and Safety Project** – The expenditure plan for Regional Measure 2 included funding for projects identified in the North I-880 Study. RM2 funds were allocated for improvements at Northbound I-880 at 29<sup>th</sup> Ave. A meeting with the general public was held in mid January to review the project and design concept. The concept was accepted with overall support.

**San Pablo Rapid Bus Stop Improvements** - The scope, schedule and implementation plan for completing the improvements to support the Rapid service have been approved by the policy committee. The CMA will be taking the lead in implementing approximately \$2.2 million in improvements funded through AC Transit and Measure B. The design of the improvements has started under the project name "San Pablo Rapid Bus Stop Improvements". The construction is expected to start in fall of 2006 and would be completed by March of 2007.

**SMART Corridors Program** - - The CMA Board and West Contra Costa County Transportation Advisory Committee (WCCTAC) as well as the participating agencies have adopted the plan for the Operations and Management of the current system. AC Transit, Planning areas 1, 2, and 3 are providing their share of the funding plan for the Operations, Maintenance, and Management (O&M) of the system. Discussions continue with other partners on their contributions. A possible long term funding solution was lost with the Governor's veto of AB 1623 (Klehs). Staff will present a recommendation in the near future to preserve the investments previously made, being deployed, and proposed. A Request for Proposal for maintenance contract to assist the project stakeholders in maintaining field equipment has been issued with proposals due on January 9, 2006. The public website address for the SMART Corridors is: <http://www.smartcorridors.com>. CMA is working with emergency service providers on new incident management projects that have been funded with new grants and federal earmarks

**Rapid Bus Corridor on International/Broadway/Telegraph** - CMA staff is coordinating with AC Transit, the cities of Berkeley, Oakland, San Leandro, and Caltrans on the implementation of this new Rapid Bus Corridor. This Corridor starts at the Bay Fair BART station, in the City of San Leandro and includes portions of E. 14<sup>th</sup>/International Boulevard, Broadway, and Telegraph in the Cities of Oakland, and Berkeley. The length of this corridor is about 18 miles and is heavily used by transit riders. CMA staff has secured three separate TFCA grants totaling \$1.4 million to supplement Measure B funds provided to AC Transit by ACTIA as well as RM2 funds from MTC. This project has a very aggressive schedule and is being fast tracked to meet the June 26, 2006 deadline for the start of service by AC Transit. CMA is administering multiple procurement and construction contracts that are running concurrently to meet the aggressive schedule. Construction on Broadway is 90% complete. Construction for the Telegraph Avenue segment is about 35% complete. Construction on the E 14<sup>th</sup>/International segment is 20% complete. All contracts for the agency-furnished equipment have been executed and equipment is being delivered to the contractors. AC Transit has requested assistance from the CMA on construction of 20<sup>th</sup> Street/Uptown transit improvements as well as for the design and installation of additional Closed Circuit TV (CCTV) cameras at the end of all Rapid Bus lines as supplemental work. Most of this added work is scheduled to be complete by June 26, 2006. The 20<sup>th</sup> Street/Uptown project is likely to be completed after June 2006. The bids were received on January 19, 2006, and the award is expected in March 2006 to allow AC Transit time to obtain an encroachment permit from the City of Oakland for canopies. The construction schedule is likely to extend beyond June.

**Grand/MacArthur Corridor Transit Enhancements:** CMA and AC Transit are the joint sponsors of the Regional Express Bus Program that is funded by Regional Measure 2. The work is being coordinated with the City of Oakland and Caltrans. A component of this project is the transit enhancements along the Grand/MacArthur Corridor starting at 106<sup>th</sup> Avenue and ending at Maritime for the Bay Bridge access. This project includes a Transit Operations Analysis and design and construction of various traffic signal modifications along this corridor. In addition to the RM2 funds, the Air District recently approved a TFCA grant application that was jointly submitted by CMA and AC Transit that includes \$205,000 for the installation of Transit Signal Priority components in the corridor. DKS Associates, the consultant for this project has conducted traffic engineering, transit, and system engineering analysis for this corridor, and would start the design activity based on options selected by project partners. CMA has completed a community outreach effort which took input from the City Council districts, and will do outreach with community groups and property owners that may benefit from or be impacted by the proposed improvements. The construction is expected to start in mid 2006.

**Route 84 HOV – Dumbarton Corridor** – In October 2004, MTC allocated \$2 million in RM2 funds to the CMA for the design of HOV improvements on Route 84 in the Dumbarton Corridor. The CMA is coordinating development of this project with Caltrans.

**I-680 Southbound HOV Lane Project** – The CMA is partnering with Caltrans in the design of this project with a CMA design consultant developing plans for all structure modifications required in the corridor and Caltrans completing all civil design. Final design is being coordinated to incorporate the SMART Lane components. Construction is scheduled to begin in 2006 subject to the availability of funds in the STIP.

**I-680 HOV Lane Project – Soundwall Construction** – The contract is substantially complete with only a few minor punch list items required to be completed. The project completion was delayed to January 2006. The project was completed after the contract period and will include liquidated damages. The project is one of the components of the overall I-680 corridor improvements. Work along the overall corridor included excavation, grading, constructing shoring walls, constructing pile cap, constructing retaining walls and installing masonry block.

**I-680 SMART Carpool Lane project** – The Categorical Exclusion was signed by FHWA. The Joint Powers Agreement has been approved by all three participating agencies. The Joint Powers Authority (formerly the Policy Advisory Committee) met for the first time in January. Mayor Wasserman was elected Chairman and Supervisor Haggerty was elected Vice-Chair. Work continued on refining the revenue estimates, project costs and project funding. The preliminary engineering is nearing completion.

**Dumbarton Corridor** – The consultants completed Phase 1 of the EIR/EIS process, focusing on alternatives analysis. Phase 2, which will analyze a limited number of rail alternative and bus alternatives, will be complete June 2006.

**BART to Silicon Valley (Silicon Valley Rapid Transit Corridor – SVRTC)** – The Final EIR was complete in 2002. The EIS and Supplemental EIR, which includes modifications to the original project such as structural engineering options that provide cost saving options along the alignment, will begin this past summer. The EIS and Supplemental EIR are expected to be complete in 2006.

**I-580 HOV Lane Project** – Phase 1 of the project will provide an interim eastbound HOV lane to commuters on I-580 between Hacienda Drive in Pleasanton and Greenville Road in Livermore. All comments on the administrative draft environmental document have been received from Caltrans. The consultants will respond to the comments and make changes to the draft document as appropriate. Preliminary engineering and at-risk design are progressing concurrently. The 35% PS&E submittal was completed; a 65% submittal is anticipated in February, with completion of the preliminary design scheduled in spring 2006. Upon approval of the eastbound-only environmental document, the CMA's design consultant will proceed with final design of the Phase 1 project. As a part of this project, the CMA is also preparing a Traffic Management Plan (TMP), including Traffic Operations Systems (TOS) and Intelligent Transportation Systems (ITS) elements, for implementation in the Tri-Valley area. This TMP work provides a foundation for bringing the Tri-Valley jurisdictions into the CMA's SMART Corridor Program.

**I-580/I-680 Interchange Modifications** – The CMA is partnering with Caltrans in the development of a Project Study Report (PSR) for the I-580/I-680 Interchange Modification Project. The traffic modeling assumptions to be used are being reviewed by Caltrans and FHWA. Caltrans will be the lead agency responsible for the preparation of the PSR, supplemented by a CMA consultant support services team as necessary to maintain an expedited delivery schedule. The PSR will evaluate options to address key commute movements currently experiencing significant congestion and will identify alternatives for further evaluation, including feasible options for direct connector structures for two critical commute movements: 1) westbound I-580 HOV to southbound I-680 HOV; and 2) northbound I-680 HOV to eastbound I-580 HOV. The PSR will also be used in evaluating the ultimate improvements required for the I-580 corridor. The PSR is anticipated to be completed in late 2006. This project is being developed as an element of the RM2 I-580 Corridor Project.

**Ardenwood Park & Ride Lot Project** – This project will acquire a site near the Route 84 / Ardenwood Boulevard Interchange in Fremont to expand an existing park-and-ride lot, which is operating at capacity. The expansion is expected to provide over 100 new parking stalls for commuters. The project is funded solely by Regional Measure 2 (RM2). The CMA is co-sponsoring this project with AC Transit, and the CMA is taking the lead as the implementing agency. The environmental document for this project was approved in late 2005. An RFP for design services was issued in December, and the

CMA is anticipating selection of a consultant in February. Right of way acquisition activities will continue concurrently.

**Tri-Valley Triangle Analysis** – The TAC continues to meet on the assumptions for the CORSIM operations model. The alternatives will be evaluated using qualitative and quantitative data.

**Berkeley/Oakland/San Leandro BRT** – The Draft EIS/EIR is expected to be complete early 2006.

**Transportation and Land Use Program** – The CMA Board approved a scope and budget for establishing a Transit Oriented Development (TOD) technical consultant pool and a TOD project fund monitoring program. Both programs will be initiated early 2006. The Board recommended five Transportation for Livable Communities (TLC) projects and budgets, which were sent to MTC in January 2006 for inclusion in the 2006 STIP.

**Community Based Transportation Plan: West Oakland** – The consultant team, with assistance of local high school interns, is completing public outreach to confirm the community's transportation needs and potential solutions to meet them. A TAC meeting is scheduled February 15<sup>th</sup> to review the results of community outreach and discuss transportation solutions.

**Guaranteed Ride Home Program** – The program was initiated in April 1998. One hundred and thirty five employers and 3,758 employees are registered in the program, and 1,005 rides have been taken, including 45 rental car rides in the countywide rental car program. The average cost per taxi trip is now \$80.97. The average trip length is 39.07 miles. The average trip distance for a rental car ride is 84 miles and the cost per rental car used is \$55. Using the rental car saves \$77 for each average 65-mile trip.

**Dynamic Ridesharing** – Forty-two participants are currently registered in the program, an increase of 7 since the last Plans and Programs Committee report. Since program inception (November 15<sup>th</sup>, 2005), 257 ridematch requests and 20 ridematches have been made. In the last month (December 30<sup>th</sup> through January 30<sup>th</sup>), there have been 125 ridematch requests and 10 ridematches. The focus of the project now will be on building volume and registering as many people as possible. The Task Force met on February 1<sup>st</sup>, 2006 to discuss marketing strategies, which will be reviewed by the Committee later in the agenda.

**Transportation Fund for Clean Air – Vehicle Incentive Program** – The Vehicle incentive program (VIP) is a grant that helps project sponsors acquire low emission, light-duty alternative fuel vehicles. Generally, public agencies located within the Bay Area Air Quality Management Air District, (Air District) jurisdiction can apply for VIP funds. Eligible vehicles include new vehicles that the following eligibility criteria:

- The vehicle must have a gross vehicle weight of 10,000 pounds or less.

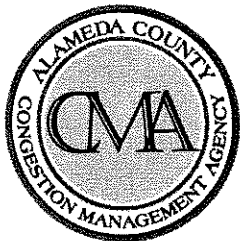
- The vehicle must be powered by natural gas, propane, hydrogen, electricity, or hybrid electric motors or engines (Except for hybrid electrics, vehicles with the ability to run on gasoline or diesel fuel are not eligible.)
- The vehicle must be certified to the SULEV, PZEV, or ZEV emission standard by the California Air Resource Board.

Applications will be accepted beginning September 19, 2005. Incentives will be awarded on a first-come, first-served basis. Additional information on this grant is available at [www.baaqmd.gov](http://www.baaqmd.gov).

**Countywide Travel Demand Model Update** – For the Countywide Travel Demand Model Update, the existing and future networks have been finalized. The 2000, 2005, 2015, and 2030 reallocated land uses are being reviewed by the jurisdictions. The land uses are reallocated to the updated transportation analysis zones and are based on Projections 2005. Comments are due by March 3, 2006. The consultant continues to work on the travel demand model processes for application to Cube/Voyager software and for refinement of the regional models to provide more detail in Alameda County. Work also continues on the validation of the model by compiling survey data and creating calibration targets. February Task Force meeting has been cancelled. The next meeting will be held on March 1, 2006 at 9:00 a.m.

**Pedestrian and Bicycle Facilities Technical Reference Guide for Planners and Engineers** - Caltans has made available a July 2005 update of the Pedestrian and Bicycle Facilities Technical Reference Guide for Planners and Engineers online at the following address: [www.dot.ca.gov/hq/traffops/survey/pedestrian/pedbike.htm](http://www.dot.ca.gov/hq/traffops/survey/pedestrian/pedbike.htm) . The report includes standards and innovative practices for the development of bike & pedestrian facilities.





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**Memorandum**

*February 13, 2006  
Agenda Item 3.1*

**Date:** February 1, 2006  
**To:** Plans and Programs Committee  
**From:** Diane Stark, Senior Transportation Planner  
**Subject:** Lifeline Program

**Action Requested**

It is requested that the Plans and Programs Committee: 1) approve Alameda County's Lifeline criteria, 2) approve weighting of Lifeline criteria, and 3) approve minimum and maximum grant amounts. Alameda County's Lifeline Transportation Program budget includes approximately \$1.1 million in Congestion Mitigation Air Quality Improvement (CMAQ) funds, \$2 million in State Transit Assistance (STA) funds, and an estimated \$1.8 million in JARC funds. With MTC's current estimate of JARC funds for Alameda County, a total of \$4.9 million will be available for the Alameda County Lifeline Transportation Program. The purpose of the Lifeline Transportation Program (LTP) is to fund projects that result in improved mobility for low-income residents.

**Next Steps**

A Call for Projects will be issued on March 1, 2006. Projects submittals will be due April 28<sup>th</sup>. A draft list of recommended projects will be presented to the Board in June 2006 with a final list to the Board in July 2006. Approved projects will be submitted to MTC.

**Discussion:**

MTC has designated the CMA and ACTIA to administer the three-year funding cycle for the Lifeline Transportation Program. The Program will address transportation needs of low income people in areas that have developed a Community Based Transportation Plan, Welfare to Work Plan or other documented assessment of needs. MTC will allocate approximately \$3.1 million in Alameda County over three years from STA (\$2 million) and CMAQ (\$1.1 million). The total JARC funds for the Bay area are \$7,964,535. MTC has provided Alameda County a preliminary estimate of \$1.8 million available in JARC funds. The actual amount is pending concurrence from FTA. The Boards of CMA and ACTIA approved joint administration of the program in June 2005, with CMA administering capital projects and ACTIA administering operating and programs projects.

### Workshop

An Alameda County/Contra Costa County/MTC pre-proposal workshop will be held at MTC on February 14<sup>th</sup> at 9:30. A flyer is attached and is posted on the CMA's website.

### County Recommended Additions to MTC's Guidelines

MTC approved Lifeline Transportation Fund program guidelines on April 27, 2005. MTC's guidelines state, "Standard evaluation criteria will be jointly developed by MTC and CMA (or other countywide administering agency) staff for use in selecting projects. Additional criteria may be added to the county program but should not replace or supplant the regional criteria. MTC staff will review the proposed county program criteria to ensure consistency and to facilitate coordination among county programs."

The guidelines allow the flexibility of determining the weighting of the criteria, as well as the minimum and maximum grant amounts.

As co-sponsors of the Alameda County Lifeline Transportation Program, CMA and ACTIA, together with representatives from low income communities, transit operators, social services, and cities, developed the following recommendations:

### MTC's Criteria (Adopted by MTC 2005)

MTC's required criteria are:

- project need/stated goals and objectives;
- implementation plan;
- project budget/sustainability (sustainable beyond the grant period);
- coordination and program outreach, and
- program and cost effectiveness.

### Additional Recommended Criteria

Three additional criteria are recommended for Alameda County applications:

- Demand – the project serves a high concentration of "communities of concern" (defined in MTC's Equity Analysis as populations living at less than twice the federal poverty level)
- Outside Funding - Project has secured funding from other sources to meet the minimum match requirements
- Project Readiness – Projects are fully funded, have community and local agency support, and resolved foreseeable implementation issues

### Weighting of Criteria

ACTAC recommends that the following weighting be used during the scoring process:

## CRITERIA WEIGHTS

Project need/goals	20
Implementation Plan	10
Budget/Sustainability	10
Coordination/Outreach	15
Program Cost/Effectiveness	10
Demand	20
Outside Funding	5
Project Readiness	10
<b>TOTAL</b>	<b>100</b>

### Minimum & Maximum Grant Amounts

A minimum funding amount for grant awards of \$150,000 and a maximum award of half of the MTC budget for the Alameda County Lifeline program. These were suggested so that a project would not be smaller than \$50,000/year and that no one project receives more than half of the total program funding.

### Schedule

MTC has established a schedule for programming the Lifeline funds as follows:

January 2006	Pre-proposal workshop (combined Alameda County & Contra Costa County)
March 1, 2006	Call for Projects
March 15, 2006	Workshop for Applicants
<b><i>April 28, 2006</i></b>	<b><i>Application Deadline</i></b>
May 24, 2006	Projects reviewed by staff and review team
June 2006	Preliminary Projects to CMA & ACTIA committees and Boards
June 2006	Deadline to submit Resolution(s) to County and/or ACTIA
July 2006	Project List to CMA & ACTIA Boards
August 2006	ACCMA & ACTIA submit recommended projects to MTC
September 2006	Draft Funding Agreements
October 2006	TIP amended for JARC and CMAQ projects, Final Program Approved by ACCMA & ACTIA Boards, and Funding Agreements Executed
December 2006	Funding available. Sponsor must meet state requirements.

### Projects Eligible for Consideration

The program has been established to fund projects that result in improved mobility for low-income residents of Alameda County. Low income residents are defined by the Metropolitan Transportation Commission (MTC) in their Equity Analysis of the Transportation 2030 Report as those areas with 30% of the population living at less than twice the federal poverty level. These areas include South Hayward, Ashland and Cherryland areas of unincorporated Alameda County, South and West Berkeley, West and East Oakland and portions of Alameda. Applications for other areas may be submitted but must include data to support that they meet this criteria.

Funding Match Requirement

MTC Guidelines and the fund requirements require a minimum 20% match from the project sponsor and 50% match for JARC-funded operating projects.



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700  
TEL 510.817.5700  
TTY/FDD 510.817.5769  
FAX 510.817.5848  
E-MAIL [info@mtc.ca.gov](mailto:info@mtc.ca.gov)  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

January 20, 2006

**Jon Rubin, Chair**  
San Francisco Mayor's Appointee

**John McLemore, Vice Chair**  
Cities of Santa Clara County

**Tom Ammiano**  
City and County of San Francisco

**Irma L. Anderson**  
Cities of Contra Costa County

**Tom Azanbrado**  
U.S. Department of Housing  
and Urban Development

**James T. Beall Jr.**  
Santa Clara County

**Bob Blanchard**  
Sonoma County and Cities

**Mark DeSaulnier**  
Contra Costa County

**Bill Dodd**  
Napa County and Cities

**Dorene M. Giacopini**  
U.S. Department of Transportation

**Scott Haggerty**  
Alameda County

**Anne W. Halsted**  
San Francisco Bay Conservation  
and Development Commission

**Steve Kinsey**  
Marin County and Cities

**Sue Lempert**  
Cities of San Mateo County

**Michael D. Nevin**  
San Mateo County

**Bijan Sartipi**  
State Business, Transportation  
and Housing Agency

**James P. Spering**  
Solano County and Cities

**Pamela Torioli**  
Association of Bay Area Governments

**Shelia Young**  
Cities of Alameda County

**Steve Heminger**  
Executive Director

**Ann Flemer**  
Deputy Executive Director, Operations

**Andrew Fremier**  
Deputy Executive Director,  
Bay Area Toll Authority

**Therese W. McMillan**  
Deputy Executive Director, Policy

Dear Friend of Bay Area Transportation:

You are invited to attend an informational workshop on the Lifeline Transportation Program, which supports community-based transportation projects that benefit the region's low-income residents. The workshops will provide background information about the Lifeline Program, as well as highlight an upcoming funding opportunity for transportation improvements in the Bay Area's low-income communities.

MTC — working with our county partners — the Congestion Management Agencies\*, as well as the nonprofit organizations Urban Habitat and the Transportation and Land-Use Coalition — will be hosting the workshops. Interested public agency and local nonprofit staff are encouraged to attend and learn how to apply for Lifeline funding, ask questions and offer input on how this critical program should move forward. Meetings are scheduled as follows, and are accessible by public transportation.

County	Date	Time	Location
Santa Clara	February 1	11:30am – 1:30 pm	Santa Clara County 1555 Berger Drive (building #2 auditorium), San Jose
Alameda & Contra Costa	February 14	9:30am – 11:30 am	MTC Auditorium 101 8 <sup>th</sup> St., Oakland
San Francisco	February 14	2:00pm – 4:00pm	San Francisco Transportation Authority Offices, 100 Van Ness Ave., 25 <sup>th</sup> Floor, San Francisco
Solano & Napa	February 16	9:30am – 11:30am	Vallejo City Hall 555 Santa Clara Street, Vallejo
San Mateo	February 22	2:30pm – 4:30pm	San Mateo County 455 County Center, room 101 Redwood City
Sonoma & Marin	To be determined		

\* Santa Clara County Social Services Agency and the Alameda County Transportation Improvement Agency are also participating in hosting the workshops in their respective counties.

MTC looks forward to working with our transportation, social service and nonprofit partners to enhance access to transportation for the Bay Area's under-served communities. Please contact MTC's Therese Knudsen with questions (510.817.5767 or [tknudsen@mtc.ca.gov](mailto:tknudsen@mtc.ca.gov))

Sincerely,



Therese W. McMillan  
Deputy Executive Director, Policy

J:\PROJECT\Lifeline Workshops Feb 06\2006LifelineWorkshopInvite\_1.doc

# You are invited to attend an Informational workshop on the Lifeline Transportation Program



## Lifeline Transportation Program — Informational Workshops

**What:** An informational workshop to learn about the Lifeline Transportation Program, as well as an upcoming funding opportunity for transportation improvements in low-income communities in the Bay Area.

**Who:** Lifeline stakeholders — the Metropolitan Transportation Commission, county congestion management agencies, transit operators, and potential funding applicants, such as public agencies and community based organizations.

### When/Where:

#### Santa Clara County

**February 1, 2006 11:30 a.m. – 1:30p.m.**  
Santa Clara County  
1555 Berger Drive (building #2 auditorium), San Jose CA

#### Alameda and Contra Costa Counties

**February 14, 2006 9:30 a.m. – 11:30 a.m.**  
Lawrence D Dahms Auditorium (MTC)  
101 Eighth Street, Oakland CA

#### San Francisco County

**February 14, 2006 2:00 p.m. – 4:00 p.m.**  
San Francisco Transportation Authority Offices  
100 Van Ness Avenue, 25th Floor, San Francisco CA

#### Solano and Napa Counties

**February 16, 2006 9:30 a.m. – 11:30 a.m.**  
Vallejo City Hall  
555 Santa Clara Street, Vallejo CA

#### San Mateo County

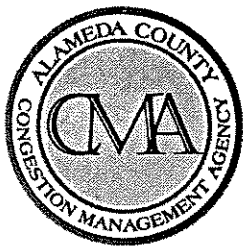
**February 22, 2006 2:30 p.m. – 4:30 p.m.**  
San Mateo County  
455 County Center, room 101, Redwood City CA

#### Sonoma and Marin Counties

**To Be Determined**



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ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185  
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

**Memorandum**

*February 13, 2006  
Agenda Item 3.2*

**DATE:** February 3, 2006  
**TO:** Plans and Programs Committee  
**FROM:** Matt Todd, Senior Transportation Engineer  
**RE:** Federal STP/CMAQ Program  
Cycle 3 Local Streets and Roads Shortfall (Cycle 3 LSR) Program

**Action Requested**

The Committee is requested to review and approve the final program of projects for the Cycle 3 Local Streets and Roads Shortfall (Cycle 3 LSR) program projects. The ACTAC will consider this item at their February 7<sup>th</sup> meeting.

**Next Steps**

Upon approval, this item will be presented to the CMA Board in February.

**Discussion**

MTC has approved \$66 million in federal STP funds to be available for programming in the region for the Local Streets and Roads Rehabilitation Shortfall. Of these funds, \$9.09 million has been reserved for local streets and roads projects in Alameda County. At the October meeting, the CMA Board authorized staff to solicit projects for the local streets and roads funding. A call for projects was released and project applications were requested by November 30<sup>th</sup>.

The Third Cycle funds will be available to program in fiscal years 07/08 and 08/09. MTC has indicated that it will allow for the programming of "ready to go" LSR projects in fiscal year 06/07. Projects programmed in this year would need to request obligation by as early as March 1, 2007.

The schedule to program the funds is detailed below.

October 28, 2005:	Release of call for projects;
November 30, 2005:	Applications due to CMA;
January, 2006:	Draft Program;
February, 2006:	Final Program;
March 17, 2006:	Resolutions/Opinions Due to CMA.

### Eligible Project Types

The overall programming guidelines used in the last LSR programming cycle of federal funds are intended to be applied to this programming cycle. This includes the eligibility of all federally eligible streets/roads on the Federal Functional Classification System rather than the more restrictive MTS system requirement. The projects programmed with these funds will be required to follow the MTC Regional Project Delivery Policy detailed in MTC Resolution 3606 (Resolution 3606 is anticipated to be revised in the near future, which could include revisions to the MTC delivery policy guidelines and deadlines). MTC will require a resolution and opinion of legal council from sponsoring agencies receiving federal funds, and projects receiving funds will be amended into the TIP. Other criteria that will need to be met include:

- Projects must be based on the analysis from an established PMS for the jurisdiction.
- A local match of 11.47% is required for STP funds.
- All projects should consider bicyclists, pedestrians, and persons with disabilities.
- Project must extend the service life of a facility for a minimum of 5 years.
- Only projects that are fully funded usable segments will be considered.

As staff has done in the last two LSR cycles, we have proposed an exchange component for the program to assist local agencies in delivery of LSR projects. The proposal includes \$1.4 million in LSR projects that will be delivered with non-federal funds. As with previous exchanges, the CMA TIP funds for the LSR projects will not be available until after the original federal funds are expended and reimbursed. The CMA TIP funds are anticipated to be available no earlier than FY 2007/2008. MTC staff is reviewing the proposed program and staff will provide information at the ACTAC meeting if any adjustments are requested.

### Attachments

# STP/CMAQ Programming:

## STP Cycle 3 Local Streets and Roads

### Final Program

Index	Sponsor	Project Title	STP Cycle 3 (\$9.09M)	Phase & F/Y Requested	Total Project Cost (\$ x 1,000)	Project Elements	Bicycle and Pedestrian Elements
			STP Requested (\$ x 1,000)				

#### PLANNING AREA 1

1	Berkeley	University Ave Reconstruction -6th St. to San Pablo Ave.	\$ 630	PSE 07/08 Con 08/09	\$ 960	Pavement rehabilitation, install of ADA ramps, and any necessary drainage improvements.	ADA compliant curb ramps.
2	Oakland	City of Oakland Street Resurfacing -27 street segments	\$ 2,486	Env 06/07 Con 07/08	\$ 3,353	Pavement rehabilitation, sidewalk, curb, gutter and curb ramp repairs.	Sidewalk and curb ramp repair. Bike lanes are being considered for two segments.
Totals:			\$ 3,116		\$ 4,313		

#### PLANNING AREA 2

3	Alameda County	Castro Valley Blvd Pavement Rehabilitation -Foothill Blvd. to Stanton Ave.	\$ 841	PSE 07/08 Con 08/09	\$ 955	Pavement rehabilitation and drainage inlet modifications as needed.	Segment is a proposed Class III Bike Route.
4	Hayward	Arterial Pavement Rehabilitation -Portions of Huntwood Ave, Santa Clara St., and Whitman St.	\$ 880	Env 06/07 PSE 06/07 Con 07/08	\$ 999	Pavement rehabilitation, restriping, and detector loop replacement.	Rehab/restriping of existing bike facilities on all project streets.
5	San Leandro	Washington Ave Pavement Rehabilitation -San Lorenzo Creek to I-880 OC	\$ 491	Env 06/07 PSE 06/07 Con 07/08	\$ 555	Pavement rehabilitation of a major arterial.	Installation of signage for Class III Bike Route.
Totals:			\$ 2,212		\$ 2,509		

#### PLANNING AREA 3

6	Fremont	Street Overlay -Thirteen Street Segments	\$ 1,269	Con 06/07	\$ 3,712	Pavement rehabilitation and ADA curb ramps.	Install 2 new bike lanes, restripe 8 exist. bike lanes, and ADA curb ramps on all segments, as needed.
7	Fremont	Street Overlay -Thirteen Street Segments (STP Exchange)	\$ 1,581	Con 06/07			
8	Union City	Alvarado-Niles Pavement Rehabilitation -I-880 to Western Ave.	\$ 426	PSE 06/07 Con 07/08	\$ 482	Pavement rehab and traffic signal loop replacement.	Restriping & signage for existing bike lanes.
Totals:			\$ 3,276		\$ 4,194		

#### PLANNING AREA 4

9	Alameda County	See Project #3					
10	Livermore	Murrieta Blvd Pavement Rehabilitation -Fenton St to UPRR tracks -Jack London Blvd to Del Norte Dr.	\$ 486	Con 06/07	\$ 869	Pavement rehabilitation, ADA Curb ramps, and sidewalk repair along entire limits.	ADA Curb ramps,sidewalk repair, and new bike lanes btwn Fenton St. and Stanley Blvd.
Totals:			\$ 486		\$ 869		
STP/CMAQ Programming Totals:			\$ 9,090		\$ 11,885		

**CMA TIP Programming:**  
**Local Streets and Roads**  
**Final Program**

Index	Sponsor	Project Title	CMATIP (\$1.423M)	Phase Requested	Total Project Cost (\$ x 1,000)	Project Elements	Bicycle and Pedestrian Elements
			CMATIP <sup>1</sup> Requested (\$ x 1,000)				

**PLANNING AREA 1**

1	Alameda	Alameda City Street Resurfacing, Phases 26 & 27 -16 street segments	\$ 405	Con	\$ 2,500	Pavement rehabilitation on portions of 16 city streets.	Rehab of existing bike lanes for seven project streets.
2	Albany	Pierce St Rehabilitation -from Richmond/Albany border to approx. 1550 ft South	\$ 91	Con	\$ 433	Pavement rehab and curb ramp repair.	Curb ramps, and if further funding is identified, a Class I bike lane.
3	Emeryville	Park Ave Street Improvements Park Ave from Hollis St. to Hallick St.	\$ 45	Con	\$ 5,800	Pavement rehab and streetscape imps including undergrounding of utilities.	Sidewalk widening, bulb-outs, and limited truck access.
4	Piedmont	Highland Avenue Resurfacing -Park Way to Guilford Road	\$ 60	Con	\$ 96	Pavement rehabilitation.	
<b>Totals:</b>			<b>\$ 601</b>		<b>\$ 8,829</b>		

**PLANNING AREA 2**

<b>Totals:</b>			<b>\$ -</b>		<b>\$ -</b>		
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**PLANNING AREA 3**

5	Newark	Pavement Overlay: Brittany Ave, Newark Blvd, & Spruce St.	\$ 238	Con	\$ 318	Pavement rehabilitation.	All necessary bike/ped facility restriping for all segments.
<b>Totals:</b>			<b>\$ 238</b>		<b>\$ 318</b>		

**PLANNING AREA 4**

6	Dublin	Annual Street Overlay Program: -Dublin Blvd from Sierra Court to Dublin Court -Dougherty Rd. from Amador Valley Blvd to Scarlett Dr.	\$ 217	Con	\$ 281	Pavement rehabilitation and restriping.	Install of approx. 100 ft of missing sidewalk.
7	Pleasanton	Annual Street Resurfacing for 2007 -Eight street segments	\$ 367	Con	\$ 1,561	Pavement rehabilitation.	Sidewalk and curb ramp repair.
<b>Totals:</b>			<b>\$ 584</b>		<b>\$ 1,842</b>		
<b>CMA TIP Programming Totals:</b>			<b>\$ 1,423</b>		<b>\$ 10,989</b>		

**Notes:**

<sup>1</sup> These CMA TIP funds are anticipated to be available no earlier than FFY 07/08.



February 2, 2006

PPC Agenda Item 3.3  
Mtg Date: February 13, 2006

Frank R. Furger, Deputy Director  
Alameda County Congestion Management Agency  
1333 Broadway Suite 220  
Oakland, CA 94612

**Subject: Quarterly Project Monitoring Report  
Federally funded – Locally Sponsored Projects – Alameda County  
Draft At Risk Report – January 2006**

Dear Mr. Furger:

Enclosed is the Draft Federal At Risk Report dated January 2006. The Report is intended to identify activities required to comply with the project delivery requirements set forth in MTC's Resolution 3606 related to projects funded with STP and CMAQ funds. There are 23 locally sponsored federally funded projects segregated by "zone." Red zone projects are considered at a relatively high risk of non-compliance with the provisions of Resolution 3606. Yellow zone projects are considered at moderate risk, and green zone at low risk. The criteria for determining the project zone are listed on a separate page following the zone tables. The durations included in the criteria are intended to provide adequate time for project sponsors to perform the required activities to meet the deadline(s). A project may have multiple risk factors that indicate multiple zones. The risk zone associated with each risk factor is indicated in the tables. Projects with multiple risk factors are listed in the zone of higher risk. Attachment A provides details related to the deadlines associated with each of the Required Activities used to determine which zone of risk a project is assigned to. The deadline for submitting the environmental package one year in advance of the obligation deadline for right of way or construction capital funding is tracked and reported, but is not affiliated with any zone of risk.

The information presented in the report is based on the information made available to the project monitoring team. This information stems from the project sponsors as well as other funding agencies such as MTC and Caltrans Local Assistance.

If you have any questions regarding the enclosed report, please contact me.

Sincerely,  
ADVANCE PROJECT DELIVERY INC.

James P. O'Brien

Enc.

**1333 Broadway, Suite 220-A**  
**Tel (510) 836-2560 Ext 20**

**Oakland, CA 94612**  
**Fax (415) 836-2185**

### Red Zone Projects

Index	TIP ID	Sponsor	Project Title	Phase	FY	Req'd Activity	Date	Zone	Notes	Prev Zone
		Source	Prog'd Amount				Req'd By			
		(\$x 1,000)								
1	ALA050021	Ala. County	East Ave Rehab (Windfeldt Rd. to E St.)							
	STP	\$505	CON	05/06	Sub Req for Auth	4/1/06	R			Y
	STP	\$27	PSE	04/05	Encumber Funds	6/30/06	G	E-76 effective 2/28/05		G
2	ALA050052	Ala. County	East Castro Valley Blvd/ Dublin Canyon Rd.							
	STP	\$44	PSE	05/06	Sub Req for Auth	4/1/06	R	Field Rev req'd 11/21/05		R
	STP	\$572	CON	05/06	Sub Req for Auth	4/1/06	R			Y
3	ALA050053	Berkeley	Piedmont Ave Reconstruction							
	STP	\$209	CON	05/06	Sub Req for Auth	4/1/06	R	Field Rev req'd 11/9/05		Y
4	ALA050022	Fremont	Rehab on Various Sts							
	STP	\$1,753	CON	05/06	Sub Req for Auth	4/1/06	R			Y
5	ALA050057	Fremont	3 St. Segments -Overlay							
	STP	\$419	CON	05/06	Sub Req for Auth	4/1/06	R	sub-project of ALA050022		Y
6	ALA050025	Hayward	Hesperian Blvd Rehab							
	STP	\$8	ENV	05/06	Obligate Funds	6/30/06	R	Req Submit'd 12/12/05		R
	STP	\$16	PSE	05/06	Obligate Funds	6/30/06	R	Req Submit'd 12/12/05		R
	STP	\$697	CON	05/06	Sub Req for Auth	4/1/06	R			Y
7	ALA050056	Hayward	West A Street Rehab							
	STP	\$5	ENV	05/06	Obligate Funds	6/30/06	R	Req Submit'd 12/12/05		R
	STP	\$8	PSE	05/06	Obligate Funds	6/30/06	R	Req Submit'd 12/12/05		R
	STP	\$109	CON	05/06	Sub Req for Auth	4/1/06	R			Y
8	ALA050054	Livermore	East Ave Rehab (Hillcrest to Loyola)							
	STP	\$158	CON	05/06	Sub Req for Auth	4/1/06	R	Field Review 9/27/05		Y
9	ALA050024	Livermore	South Vasco Rd Rehab							
	STP	\$300	CON	05/06	Sub Req for Auth	4/1/06	R			Y
10	ALA010021	Oakland	City of Oakland Street Resurfacing Program							
	STP	\$825	CON	05/06	Sub Req for Auth	4/1/06	R	Field Rev req'd 12/31/05		Y
11	ALA050023	Oakland	Rehab on Various Sts							
	STP	\$499	CON	05/06	Sub Req for Auth	4/1/06	R	Field review 9/8/05		Y
	STP	\$1,074	CON	06/07	Sub Req for Auth	4/1/07	G			G
12	ALA050028	Oakland	Chinatown Ped Imps							
	CMAQ	\$1,282	CON	05/06	Sub Req for Auth	4/1/06	R			Y
	CMAQ	\$267	ENV	04/05	Encumber Funds	6/30/06	G	\$267k oblig. 5/17/05		G
	CMAQ	\$651	CON	06/07	Sub Req for Auth	4/1/07	G			G
13	ALA050039	Oakland	MacArthur Transit Hub Improvement Project							
	CMAQ	\$200	PSE	05/06	Sub Req for Auth	4/1/06	R	Field review 10/6/05		Y
	CMAQ	\$681	CON	06/07	Sub ENV package	6/30/06	NA			NA
					Sub Req for Auth	4/1/07	G			G
14	ALA050058	Pleasanton	West Las Positas Blvd Resurfacing							
	STP	\$135	CON	05/06	Req Project Field Rev	1/27/06	R	Funds being reprogram'd		R
								TIP amendment pending		
					Sub Req for Auth	4/1/06	R			Y
15	ALA050026	San Leandro	Washington Ave Rehab							
	STP	\$445	CON	05/06	Sub Req for Auth	4/1/06	R			Y
	STP	\$30	PSE	04/05	Encumber Funds	6/30/06	G	E-76 effective 2/24/05		G

Red Zone Projects -continued on next page



**Red Zone Projects -continued from previous page**

16	ALA050055	San Leandro	Floresta Blvd Street Rehab							
	STP	\$185	CON	05/06	Sub Req for Auth	4/1/06	R	Field review req'd 8/05	Y	
17	ALA990015	Union City	UC Intermodal Station							
	CMAQ	\$1,124	CON	05/06	Sub Req for Auth	4/1/06	R	TLC \$ -in process of transferring to FTA	Y	

**Yellow Zone Projects**

There are no Yellow Zone projects this report

**Green Zone Projects**

Index	TIP ID	Sponsor	Project Title							
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone	
18	ALA010063	AC Transit	Acquire 416 Bus Catalyst Devices							
	CMAQ	\$68	CON	04/05	Award into FTA Grant	6/30/06	G	\$68k obligated 4/28/05	G	
19	ALA030002	Ala. County	Vasco Road Safety Imps. Phase 1							
	STP	\$3,900	ROW	04/05	Encumber Funds	6/30/06	G	E-76 effective 6/29/05	G	
20	ALA050020	Berkeley	Gilman Street Rehab							
	STP	\$705	CON	06/07	Sub Req for Auth	4/1/07	G	ENV submittal 9/20/05	G	
21	ALA990078	Berkeley	San Pablo Ave. Corridor Bicycle Path							
	CMAQ	\$1,034	ROW	06/07	Sub Req for Auth	4/1/07	G	ENV submittal 3/15/00	G	
22	ALA030015	LAVTA	Acquire 25 Bus Catalyst Devices							
	CMAQ	\$175	CON	04/05	Award into FTA Grant	6/30/06	G	\$175k obligated 5/20/05 transfer letter sent to FTA	G	
23	ALA030017	LAVTA	Exp. Bus -Route 70 & Subscript. Routes							
	CMAQ	\$89	CON	04/05	Award into FTA Grant	6/30/06	G	\$89k obligated 4/28/05	G	

## Appendix A -Definitions of Required Activities

Project sponsors should note that Resolution 3606 is currently in the process of being amended. Following the adoption of the amended Resolution, anticipated to occur in early 2006, Appendix A will be revised to reflect any changes.

Index	Required Activity	Definition	Deadline
1	Req Proj Field Rev	Per MTC Resolution 3606, "Implementing agencies are required to request a field review within six months from MTC's approval of the project in the TIP."	6 months from MTC's TIP approval date.
2	Sub ENV package	Per MTC Resolution 3606, "Implementing agencies are required to submit a complete environmental package to Caltrans for all projects (except those determined <i>Programmatic Categorical Exemption</i> as determined by Caltrans at the field review), twelve months prior to the obligation deadline for right of way or construction funds." (This requirement does not apply to FTA transfers or planning activities).	12 months prior to the obligation deadline for RW or Con funds.
3	Sub Req for Auth	Per MTC Resolution 3606, "Implementing agencies are required to submit the complete request for obligation or FTA transfer to Caltrans Local Assistance by April 1 of the fiscal year programmed in the TIP, and receive an obligation/FTA transfer of the funds by June 30th of the fiscal year programmed in the TIP."	April 1 of FY in which funds are programmed in the TIP.
4	Obligate Funds	Per MTC Resolution 3606, "Funds must be obligated by June 30 <sup>th</sup> of the fiscal year in which they are programmed in the TIP. Funds not obligated (or transferred to FTA) by June 30 of the fiscal year programmed in the TIP will be returned to MTC for reprogramming." (No extensions will be granted to the obligation deadline).	June 30 of FY in which funds are programmed in the TIP.
5	Encumber Funds/ Award into FTA Grant	Per MTC Resolution 3606, "Funds must be encumbered within one state fiscal year following the fiscal year in which the funds were obligated (encumbrance is approval of a funding agreement with the state). This requirement does not apply to FTA transfers. For FTA projects, funds must be approved/awarded in a FTA Grant within one state fiscal year following the fiscal year in which the funds were transferred to FTA."	End (June 30) of State FY following FY of obligation.
6	Award Contract	Per MTC Resolution 3606, "Construction/Equipment Purchase contract must be awarded within one state fiscal year following the fiscal year in which the construction funds were obligated (this requirement does not apply to FTA transfers)."	End (June 30) of State FY following FY of obligation.
7	Liquidate Funds	Per MTC Resolution 3606, "Funds must be liquidated (expended, invoiced and reimbursed) within four state fiscal years following the fiscal year in which the funds were obligated (this requirement does not apply to FTA transfers)."	End (June 30) of fourth State FY following FY of obligation.
8	Project Close-out	Per MTC Resolution 3606, "Project must be accepted and closed out within one year of the last expenditure, or within five state fiscal years following the fiscal year in which the funds were obligated, whichever occurs first (this requirement does not apply to FTA transfers)."	One year after date of last expenditure; or end (June 30) of fifth State FY following FY of obligation, whichever occurs first.

**Appendix B  
 Federal At Risk Report  
 Zone Criteria**

Required Activity	Criteria Timeframes for Required Activities		
	Red Zone	Yellow Zone	Green Zone
Request Project Field Review	Project in TIP (MTC approval) for more than two (2) months	Project in TIP (MTC approval) for less than two (2) months	NA
Submit Request for Authorization (ENV)	within two (2) months	within two (2) to six (6) months	All conditions other than Red or Yellow Zones
Submit Request for Authorization (PSE)	within four (4) months	within four (4) to eight (8) months	All conditions other than Red or Yellow Zones
Submit Request for Authorization (ROW)	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones
Submit Request for Authorization (CON)	within six (6) months	within six (6) to nine (9) months	All conditions other than Red or Yellow Zones
Obligation/ FTA Transfer	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Fund Encumbrance/Award into FTA Grant	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Construction award	within six (6) months	within six (6) to nine (9) months	All conditions other than Red or Yellow Zones
Fund Liquidation	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones
Project Closeout	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones
<b>Other Zone Criteria</b>			
<b>Red Zone</b>	Projects with funds programmed in the same FY for both a project development phase (i.e. ENV or PSE) and a capital phase (i.e. ROW or CON) without the project development phase(s) obligated.		
<b>Yellow Zone</b>	Projects with an Amendment to the TIP pending.		

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February 2, 2006

PPC Agenda Item 3.4  
Mtg Date: February 13, 2006

Frank R. Furger, Deputy Director  
Alameda County Congestion Management Agency  
1333 Broadway Suite 220  
Oakland, CA 94612

**Subject: Quarterly Project Monitoring Report  
2004 STIP – Locally Sponsored Projects – Alameda County  
Draft At Risk Report – January 2006**

Dear Mr. Furger:

Enclosed is the Draft At Risk Report dated January 2006. There are 17 locally sponsored STIP funded projects segregated by "zone." In addition to those 17 projects, there are 18 projects listed under "Final Invoice" that are not assigned to a zone. The Report includes a total of 35 projects being monitored by the Project Monitoring Team (PMT). Once the project sponsor provides a copy of the Final Invoice to the PMT, the project is moved to the list of Completed Projects at the end of the report.

Red zone projects are considered at a relatively high risk of non-compliance with the timely use of funds provisions of the STIP. Some of these provisions potentially threaten the availability of the STIP funds. Yellow zone projects are considered at moderate risk, and green zone at low risk. The criteria for determining the project zone are listed in the tables. The durations included in the criteria are intended to provide adequate time for project sponsors to perform the required activities to meet the deadline(s). A project may have multiple risk factors that indicate multiple zones. The risk zone associated with each risk factor is indicated in the tables. Projects with multiple risk factors are listed in the zone of higher risk.

The PMT requests copies of certain documents related to the required activities as proof that the deadlines have been met. Typically, the documentation requested by the PMT are copies of documents submitted by the sponsor to other agencies involved with transportation funding such as Caltrans, MTC, and the CTC. The one exception is the documentation requested for the "Complete Expenditures" deadline which does not have a corresponding requirement from the other agencies. Sponsors must provide documentation supported by their accounting department as proof that the Complete Expenditures deadline has been met.

The information presented in the report is based on the information made available to the Project Monitoring Team. This information stems from the project sponsors as well as other funding agencies such as Caltrans, MTC and the CTC.

If you have any questions regarding the enclosed report, please contact me at (510) 502-4357.

Sincerely,  
ADVANCE PROJECT DELIVERY INC.

James P. O'Brien

Enc.

**130 Bush Street, Floor 5  
Tel (415) 296-7908**

**San Francisco, CA 94104  
Fax (415) 296-8343**

### Red Zone Projects

Index	PP No.	Sponsor	Project Title						
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
1	2110	Union City	Union City Intermodal Station						
	TE	\$720	Con	05/06	Allocate	6/30/06	R	Extension Req. Pending	Y
	TE	\$5,307	Con	05/06	Allocate	6/30/06	R	Extension Req. Pending	Y
	RIP	\$4,004	Con	07/08	Allocate	6/30/08	G		G
	RIP	\$2,283	Con	08/09	Allocate	6/30/09	G		G

### Yellow Zone Projects

There are no Yellow Zone projects this report

### Green Zone Projects

Index	PP No.	Sponsor	Project Title						
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
2	2009A	AC Transit	Maintenance Facilities Upgrade						
	RIP	\$3,705	Con	07/08	Allocate	6/30/08	G		G
3	2009B	AC Transit	SATCOM Expansion						
	RIP	\$1,000	Con	07/08	Allocate	6/30/08	G		G
4	2009C	AC Transit	Berkeley/Oakland/San Leandro Corridor MIS						
	RIP	\$2,700	PS&E	06/07	Allocate	6/30/07	G		G
5	2009D	AC Transit	Bus Component Rehabilitation						
	RIP	\$4,500	Con	07/08	Allocate	6/30/08	G		G
6	2179	ACCMA	Planning, Programming and Monitoring						
	RIP	\$111	Con	06/07	Allocate	6/30/07	G		G
	RIP	\$111	Con	07/08	Allocate	6/30/08	G		G
	RIP	\$110	Env	05/06	Comp Expend	6/30/08	G	\$110K Alloc'd 7/14/05	G
	RIP	\$195	Con	08/09	Allocate	6/30/09	G		G
7	A0157G	ACCMA	I-680 Sunol Grade Soundwalls						
	RIP	\$10,252	Con		Accept Contract	2/26/07	G	Awarded 2/26/04	G
8	2009L	ACCMA	Vasco Road Safety Improvements						
	RIP	\$1,400	Con	08/09	Allocate	6/30/09	G		G
9	2009N	Alameda	Tinker Avenue Extension						
	RIP	\$4,000	Con	08/09	Allocate	6/30/09	G		G

Green Zone Projects -continued on next page

**Green Zone Projects -continued from previous page**

Index	PP No.	Sponsor	Project Title							
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone	
10	2009F	BART	Lake Merritt Channel Subway Repair							
	RIP	\$2,000	Con	07/08	Allocate	6/30/08	G		G	
11	2009G	BART	BART Stations Platform Edge Tiles							
	RIP	\$1,248	Con	07/08	Allocate	6/30/08	G		G	
12	2103	BART	BART Oakland Airport Connector							
	RIP	\$23,000	Con	08/09	Allocate	6/30/09	G	\$10M ITIP, Con 08/09	G	
13	2020	Emeryville	Emeryville Intermodal Transfer Station							
	RIP	\$2,110	Con	08/09	Allocate	6/30/09	G	\$4.2M ITIP, Con 08/09	G	
14	2009K	LAVTA	Satellite Bus Operating Facility							
	RIP	\$4,000	Con	08/09	Allocate	6/30/09	G		G	
15	2100	MTC	Planning, Programming and Monitoring							
	RIP	\$110	Con	06/07	Allocate	6/30/07	G		G	
	RIP	\$111	Con	07/08	Allocate	6/30/08	G		G	
	RIP	\$110	Env	05/06	Comp Expend	6/30/08	G	\$110K Alloc'd 7/14/05	G	
16	2100A	MTC	Planning, Programming and Monitoring							
	RIP	\$86	Con	06/07	Allocate	6/30/07	G		G	
17	1022	Oakland	Rte. 880 Access at 42 <sup>nd</sup> Ave./High St., APD							
	RIP	\$3,130	R/W	07/08	Allocate	6/30/08	G		G	

### Final Invoice

The STIP Timely Use of Funds provisions include requirements for submittal of a Final Report of Expenditures (including the Final Invoice) following the completion of expenditures for the ENV, PSE and RW phases and following contract acceptance for the CON phase. The requirements are as follows: The Final Report of Expenditures (including Final Invoice) for ENV, PSE, and RW phase is due 180 days after the end of the fiscal year in which the last expenditure occurred; and is due 180 days after contract acceptance for the CON phase. For the purposes of the ACCMA's Project Monitoring, a STIP project is not reported as complete until the ACCMA Project Monitoring Team receives a copy of the Final ROE. The ACCMA Project Monitoring Team does not track the Final ROE deadline by date, only by whether or not a copy of the Final ROE has been received at the ACCMA. The following list is provided as a reminder to project sponsors to submit the Final ROE to Caltrans and a copy to the ACCMA Project Monitoring Team.

Index	PP No.	Sponsor Prog'd Amount (\$ x 1,000)	Project Title Phase	FY	Notes
18	0321D	AC Transit \$601	Wheelchair Securement Retrofit Con	01/02	FTA to notify FHWA of final costs Project still open as of 9/05
19	1023	AC Transit \$22,425	Bus Rehabilitation Con	00/01	FTA to notify FHWA of final costs Project complete per AC Transit
20	2105	AC Transit \$7,575	San Pablo Avenue Corridor Bus Purchase Con	00/01	FTA to notify FHWA of final costs Project still open as of 9/05
21	2113	AC Transit \$658	Engine/Transmission Rehab Con	01/02	FTA to notify FHWA of final costs Project complete per AC Transit
22	2113A	AC Transit \$628	Engine/Transmission Rehab Con	01/02	FTA to notify FHWA of final costs Project complete per AC Transit
23	2183	Ala. County \$975	Fruitvale Bridge Seismic Retrofit PS&E	00/01	Expenditures completed during FY 03/04
24	2181	BART \$723	BART Automatic Fair Collection (SO) Con	99/00	FTA to notify FHWA of final costs
25	1014	BART \$10,200	BART Seismic Retrofit, Seg. 1A Env	00/01	
26	2106	BART \$5,692	Fruitvale BART Parking Structure Con	99/00	
27	2103	BART \$10,000 \$5,000	BART Oakland Airport Connector R/W Con		FTA to notify FHWA of final costs FTA to notify FHWA of final costs
28	0053K	Berkeley \$600	Berkeley Shoreline Bikeway Con	99/00	Contract accepted 12/31/03
29	2114	Dublin \$1,869	Dublin Blvd Widening Con	01/02	Project Closeout underway
30	2109	Fremont \$4,441	Washington Blvd. and Paseo Padre South – Grade Sep's (SO) R/W	01/02	Expenditures completed during FY 03/04



### Final Invoice

The STIP Timely Use of Funds provisions include requirements for submittal of a Final Report of Expenditures (including the Final Invoice) following the completion of expenditures for the ENV, PSE and RW phases and following contract acceptance for the CON phase. The requirements are as follows: The Final Report of Expenditures (including Final Invoice) for ENV, PSE, and RW phase is due 180 days after the end of the fiscal year in which the last expenditure occurred; and is due 180 days after contract acceptance for the CON phase. For the purposes of the ACCMA's Project Monitoring, a STIP project is not reported as complete until the ACCMA Project Monitoring Team receives a copy of the Final ROE. The ACCMA Project Monitoring Team does not track the Final ROE deadline by date, only by whether or not a copy of the Final ROE has been received at the ACCMA. The following list is provided as a reminder to project sponsors to submit the Final ROE to Caltrans and a copy to the ACCMA Project Monitoring Team.

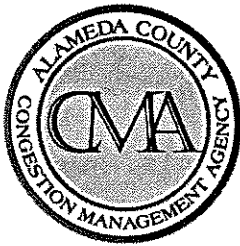
Index	PP No.	Sponsor	Project Title			
		Prog'd Amount (\$ x 1,000)	Phase	FY	Notes	
31	0115B	Livermore	Isabel Ave. Interchange, Rte. 580			
		\$4,000	Env	01/02	Expenditures completed during FY 05/06. Final Invoice due 12/31/06	
32	2108	Oakland	Coliseum Intercity Rail Station(RTIP)			
		\$925	Con	99/00		
33	1022	Oakland	Rte. 880 Access at 42 <sup>nd</sup> Ave./High St., APD			
		\$1,000	PS&E	00/01	Invoice for Final PSE costs dated 4/25/05 Con funding programmed	
34	2191	Oakland	Third Street Extension			
		\$1,135	Con	99/00	Project completed 6/1/04	
35	1013	Port	Oakland Airport Connector Guideway			
		\$1,142	Env	00/01	Closeout underway	

### Completed Projects

**Completed Criteria:**

Completed STIP projects for which Final Invoice documentation has been provided to the ACCMA; and  
 FTA transfer projects reported as complete.

Index	PP No.	Sponsor	Project Title	Notes
36	1003	Alameda	Express II Ferry Refurbish	Final Invoice dated 5/29/04
37	2184	Ala. County	Center/E. Castro Valley/150th, Rehab	Final Invoice submitted in '04
38	2185	Ala. County	Stanley Boulevard Reconstruction	Final Invoice dated 1/13/03
39	2203	Albany	Buchanan/East Shore/Route 80 Interchange	Final Invoice dated 7/28//04
40	1004	Berkeley	College Avenue Rehabilitation	Final Invoice dated 9/14/01
41	9047	Berkeley	I-80 Bicycle/Pedestrian OC (TEA)	Final Invoice dated 3/23/04
42	0119G	Dublin	Tassajara Rd. I/C	Final Invoice dated 10/26/04
43	2190	Livermore	Portola Ave Reconstruction	Final Invoice submitted
44	2192	Oakland	Oakland City Streets Storm Damage Repair	Final Exp. Report dated 6/30/04
45	2193	Piedmont	Piedmont City Streets Resurfacing	Final Exp. Report dated 4/4/02
46	0320E	Port	State Route 61/Langley Street Reconstruction	Final Exp. Report dated 11/25/02
47	2194	Port	Embarcadero – Clay to Franklin Rehabilitation	Final Exp. Report dated 4/21/05
48	2195	Port	Embarcadero – 5th to 16th Rehabilitation	Final Exp. Report dated 5/20/03
49	2196	San Leandro	City Streets Rehab	Final Invoice dated 9/24/01
50	2197	Union City	Union City Streets Rehabilitation	Final Exp. Report Submitted



ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

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E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

**Memorandum**

*February 13, 2006  
Agenda Item 3.5*

**DATE:** February 3, 2006  
**TO:** Plans and Programs Committee  
**FROM:** Matt Todd, Senior Transportation Engineer  
**RE:** 2006 State Transportation Improvement Program (STIP)  
Final Program of Projects

**Action Requested**

The Committee is requested to review and approve the adjustments to the 2006 STIP Program. The CMA Board approved the initial program on November 18, 2005. The ACTAC will consider this item at their February 7<sup>th</sup> meeting.

**Next Steps**

This item will be presented to the CMA Board in February. Upon Board approval, the CMA will work with MTC and the CTC to incorporate the adjustments into the final STIP.

**Discussion**

The CMA Board approved the 2006 STIP program at their November 17, 2005 meeting. Over the last two months, the following amendments to the 2006 STIP have been proposed.

I-580 Soundwall in Livermore (Vasco Rd/First Street)-Caltrans

This amendment will remove the project from the STIP. The CMA will deliver this project with a combination of federal earmark and local funds designated for the I-580 Corridor. The \$1.009M will be moved to the I-580 Auxiliary Lanes and HOV Lane project, increasing the 2006/07 programming from \$16M to \$17.009M and the total project funding \$25M to \$26.009M.

I-580 Auxiliary Lanes and HOV Lane-ACCMA

This amendment will increase the funding on this project by \$1.009M to \$26.009M. The funding will include \$17.009M in FY 2006/07 and \$9M in FY 2009/10. The \$1.009M is being amended from the I-580 Soundwall in Livermore (Vasco Rd/First Street).

AC Transit Rehabilitation Project-AC Transit

This amendment moved \$4.628M from FY 06-07 to FY 07-08 to better coordinate with the cash flow needs of the project. This project will be an exchange project.

#### Emeryville Terminal Parking Garage-Emeryville

Emeryville has indicated that it may not need the \$2.11M in STIP funding for the Emeryville Terminal Parking Garage Project. Emeryville has requested that these funds be moved to the Ashby/Bay Interchange project. Additional information will be provided on this item at the meeting.

#### Route 84 Project in Livermore - ACTIA

ACTIA has requested that STIP funds be placed on the Route 84 project in Livermore. There are no STIP/federal funds currently programmed to the project. ACTIA believes the inclusion of federal funds may help in raising the priority of the project review by FHWA. Staff is continuing discussions with ACTIA regarding the amount and phase. A recommendation will be presented at the ACTAC meeting.

#### Union City Intermodal Station-Union City

This amendment removed \$1.7M of Transportation Enhancement (TE) funds from the project. This funding was submitted prior to the approval of the Final TLC program. CMA staff had anticipated that the project would be able to exchange this amount of TE funding. After review of the funding plan and discussion with the sponsor, staff is proposing to amend the \$1.7M in TE funds back to the TE reserve for use by the other TE eligible projects approved for the TLC program. Future exchanges of the TE reserve may be considered to assist in the delivery of the TLC program.

#### TE Program Reserve

Amend \$1.7M of TE funds into the TE Reserve in. Amend \$608K of TE funds into FY 2008/09 increasing the total funds to \$2.04M and amend \$1.092M in FY 2007/08 for a total of \$1.092 in FY 2007/08. The amended funds were previously programmed to the Union City Intermodal Station. The ACCMA will maintain a TE program reserve to fund projects that have been selected for the County TLC program. As projects are determined ready to deliver, the ACCMA will request amendments to the STIP to program the TE funds to the County TLC Program projects. The ACCMA continues to work with sponsors to identify projects that may be ready to be delivered in FY 06/07 and will contact MTC upon identification of those projects.

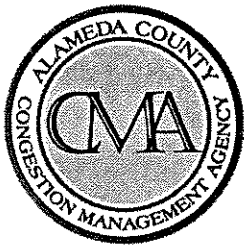
The ACTAC is scheduled to consider this item at their February 7<sup>th</sup> meeting..

Attachment – 2006 STIP Program Approved 11/18/05

# Alameda

Agency	Project	Total	Project Totals by Fiscal Year							
			(\$ x 1,000)							
			Prior	04-05	05-06	06-07	07-08	08-09	09-10	10-11
	<b>Non-PTA Projects:</b>									
Caltrans	Soundwall, Berkeley Aquatic Park	2,986	0	0	0	0	0	0	0	2,986
Caltrans	4-In expressway (Measure B, \$46,000)	10,000	0	0	0	0	0	0	10,000	0
Caltrans	Reconstruct, widen, Rt 580-Rt 880 (04S-69)	4,059	0	0	0	0	0	0	4,059	0
ACCMA	Route 580 aux and HOV lanes (04S-69)	25,000	0	0	0	16,000	0	0	9,000	0
Caltrans	Soundwall, Livermore, Vasco Rd-First St	1,009	0	0	0	1,009	0	0	0	0
Caltrans	Rt 580 noise barrier, add to con	5,877	0	0	0	0	5,877	0	0	0
Caltrans	Sunol Grade SB, HOV, phase 3	7,246	0	0	0	0	7,246	0	0	0
Caltrans	Landscaping, SCI Co Line-Alvarado/Niles (02S-74)	3,640	0	0	0	0	0	0	0	3,640
Caltrans	Mandela Pkwy extension, widening, turn pockets	1,900	0	0	0	0	1,900	0	0	0
Oakland	Rt 880 access at 42nd Av/High St, R/W	4,090	0	0	0	0	4,090	0	0	0
Alameda Co	Vasco Rd safety improvements	3,900	0	0	0	0	0	3,900	0	0
Alameda (City)	Tinker Av extension	4,000	0	0	0	0	0	0	4,000	0
MTC	Planning, programming, and monitoring	531	0	0	0	110	111	103	103	104
MTC/ACCMA	Planning, programming, and monitoring	850	0	0	0	111	111	209	209	210
		75,088	0	0	0	17,230	19,335	4,212	27,371	6,940
	<b>PTA Eligible Projects:</b>									
Union City	Union City Intermodal Station	9,787	0	0	0	9,787	0	0	0	0
AC Transit	Maintenance facilities & equipment upgrades	3,705	0	0	0	3,705	0	0	0	0
AC Transit	Expand satellite-based tracking communications	1,000	0	0	0	1,000	0	0	0	0
AC Transit	Berkeley/Oakland/San Leandro transit service study	2,700	0	0	0	2,700	0	0	0	0
AC Transit	Bus component rehabilitation	4,500	0	0	0	4,500	0	0	0	0
AC Transit	International/Telegraph Rapid Bus	1,000	0	0	0	1,000	0	0	0	0
LAVTA	Bus maintenance & operations facility	5,500	0	0	0	1,500	0	4,000	0	0
Emeryville	Emeryville terminal, parking garage (RTIP)(02S-87)	2,110	0	0	0	0	0	2,110	0	0
BART	Oakland Airport connector guideway (RTIP)	38,000	0	0	0	0	38,000	0	0	0
BART	Ala Co BART Station Renovation Program	3,248	0	0	0	0	3,248	0	0	0
AC Transit	AC Transit Rehab Project	4,628	0	0	0	4,628	0	0	0	0
		76,178	0	0	0	28,820	41,248	6,110	0	0
	<b>TE Projects:</b>									
Union City	Union City Intermodal Station	3,700	0	0	0	3,700	0	0	0	0
N/A	TE Program Reserve	5,214	0	0	0	0	0	1,432	1,859	1,923
		8,914	0	0	0	3,700	0	1,432	1,859	1,923
	<b>STIP Advancement (Subject to CTC allowing advancement of future shares):</b>									
Caltrans	Caldecott Tunnel Project	5,000	0	0	0	0	0	0	0	5,000
		5,000	0	0	0	0	0	0	0	5,000
	<b>Proposed Program</b>									
	<b>Total Non-PTA Program</b>	75,088				17,230	19,335	4,212	27,371	6,940
	<b>Total PTA Program</b>	76,178				28,820	41,248	6,110	0	0
	<b>Subtotal</b>	151,266				46,050	60,583	10,322	27,371	6,940
	<b>Total TE Program</b>	8,914				3,700	0	1,432	1,859	1,923
	<b>Total</b>	160,180				49,750	60,583	11,754	29,230	8,863
	<b>Total Advance Programming</b>	5,000				0	0	0	0	5,000

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ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

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E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

**Memorandum**

*February 13, 2006  
Agenda Item 3.6*

**DATE:** February 3, 2006  
**TO:** Plans and Programs Committee  
**FROM:** Frank R. Furger, Deputy Director  
**SUBJECT:** City of Piedmont Request:  
Funding for Grand Ave Signal Project

**Action Requested**

The City of Piedmont is 95% complete with the design of the signalization project at the intersection of Grand Ave/Rose Ave/Arroyo Ave. The total project cost is \$287,500. Piedmont is requesting assistance from the CMA in bridging the funding gap of approximately \$221,700. ACTAC is requested to take action on this request and staff will present a recommendation at the February 13<sup>th</sup> PPC meeting.

**Discussion**

The City of Piedmont is implementing a signalization project at the intersections of Grand Ave/Rose Ave/Arroyo Ave. Design is 95% complete and the project is anticipated to go to bid this summer. Piedmont has secured funding to complete the design and will dedicate TDA and TFCA funds to the project. The project needs an additional \$221,700 to complete construction.

Piedmont is requesting the CMA's assistance in addressing the funding shortfall. CMA staff is working with Piedmont to explore funding alternatives. CMA staff will discuss a recommended action at the February 7<sup>th</sup> ACTAC meeting for the PPC to consider at their February 13<sup>th</sup> meeting.

CITY OF PIEDMONT  
CALIFORNIA

Public Works Department



February 1, 2006

RECEIVED  
FEB 03 2006

BY: \_\_\_\_\_

Mr. Frank R. Furger  
Deputy Director  
Alameda County Congestion Management Agency  
1333 Broadway, Suite 220  
Oakland, CA 94612

Dear Frank:

As a follow-up to our discussion, we appreciate your staff bringing forward the City of Piedmont's request for funding the shortfall for the signalization project at the intersection of Grand Avenue/ Rose Avenue/ Arroyo Avenue.

Due to Piedmont's small population, on a per capita basis, the city receives a nominal share of federal, state and local funding (gas tax revenue). All of the funds received by the city are used for resurfacing of city streets. Therefore, the city is unable to shift badly needed resurfacing funds to the signalization project which would place our pavement management program in jeopardy. Our proposal for discretionary funding is the city's first request outside of our annual allocation.

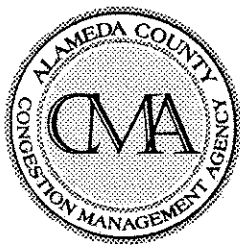
We ask for your favorable consideration of this request. If I can provide you with any additional information, please contact me at (510) 420-3061 or (510) 701-1500 (cell).

Sincerely,

Lawrence A. Rosenberg  
Director of Public Works

cc: Jeff Wieler, Councilmember, City of Piedmont  
Geoffrey L. Grote, City Administrator, City of Piedmont  
Cyrus Minoofar, CMA





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**Memorandum**

*February 13, 2006  
Agenda Item 3.7*

**DATE:** January 31, 2006  
**TO:** Plans and Programs Committee  
**FROM:** Frank R. Furger, Deputy Director  
**RE:** CMA Capital Expenditure Program (CEP) Quarterly Report

**Action Requested**

The CMA Board is requested to review and accept the attached Capital Expenditure Program (CEP) Report. This report provides an update on the status of capital projects that are being implemented by the CMA, as well as other projects in Alameda County that may be of interest to the CMA Board. This report is presented to the CMA Board on a quarterly basis to keep the Board updated on the delivery status of CMA sponsored projects.

**Discussion**

The CMA is responsible for the delivery of a Capital Expenditure Program (CEP) that includes a wide variety of transportation projects geared to provide congestion relief in Alameda County. This CEP Quarterly Report provides information on current project delivery efforts for CMA implemented and/or sponsored projects (Group 1); in addition, it provides information for other projects in Alameda County that may be of interest to the CMA Board (Group 2).

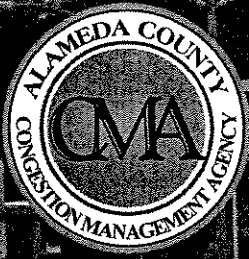
The objective of the CEP Quarterly Report is to provide the CMA Board, key project stakeholders, and the public with up to date information on each active project. The reports include a map showing the geographical locations of the various projects, and include discussions and/or information on:

- Project status & description
- Funding & Cost estimates
- Project schedule
- CMA Project Manager
- Project graphics

Given the CMA's increasing role in implementing projects and effecting changes to expedite project delivery within the County, the number of projects is also expected to increase.

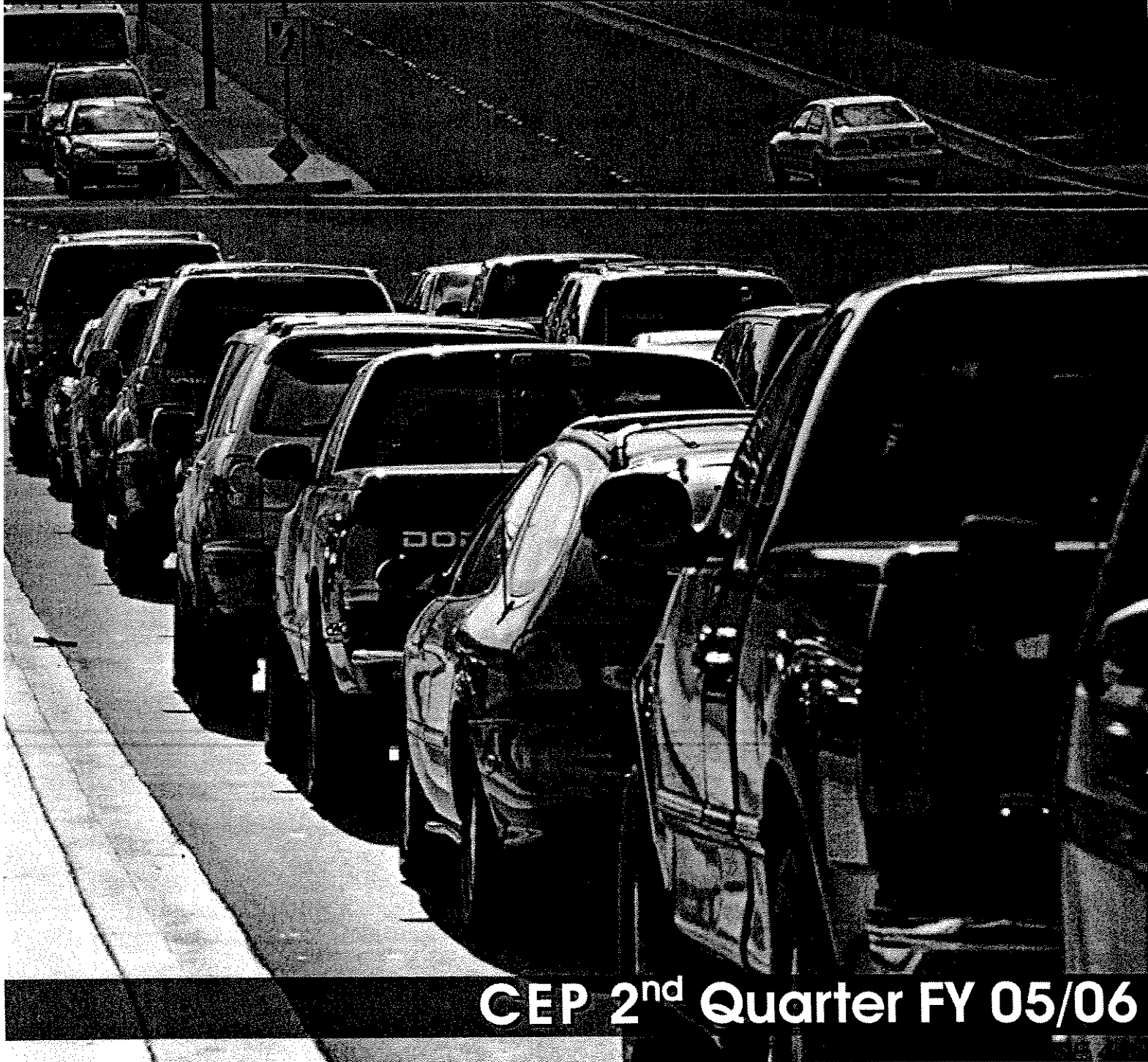
Attachments: ACCMA Capital Expenditure Program Quarterly Report (FY 05/06 2<sup>nd</sup> Quarter)

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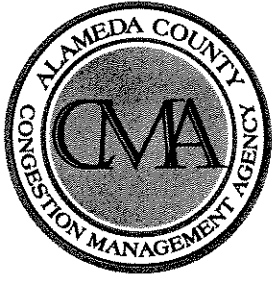
*Alameda County Congestion Management Agency*

# Capital Expenditure Program Quarterly Report



**CEP 2<sup>nd</sup> Quarter FY 05/06**

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ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185  
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

January 31, 2005

**TO:** Alameda County Congestion Management Agency (CMA) Board Members

**SUBJECT: Capital Expenditure Program – Second Quarter Report for FY 05/06**

Dear Board Members:

Enclosed please find the Report for the Second Quarter of FY 05/06 (10/01/2005 – 12/31/2005) for the CMA Capital Expenditure Program.

The CMA is responsible for the delivery of a Capital Expenditure Program (CEP) that includes a wide variety of transportation projects geared to provide congestion relief in Alameda County. These projects are funded through a variety of fund sources including Regional Measure 2, Measure B, local other state and federal fund sources. This first CEP Quarterly Report provides information on current project delivery efforts for CMA implemented and/or sponsored projects (Group 1); in addition, it provides information for other projects in Alameda Co. that may be of interest to the CMA Board (Group 2).

The objective of the CEP Quarterly Report is to provide the CMA Board, key project stakeholders, and the public with up to date information on each active project. The reports will include an Alameda County map showing the location of Capital Projects by Planning Area, and will include individual project fact sheets with information on:

- Project status & description
- Funding & Cost estimates
- Project schedule
- CMA Project Manager
- Project graphics and/or photos

The information in this report is based on the most recent information available to the CMA. If you have any questions, please contact me at (510) 836-2560.

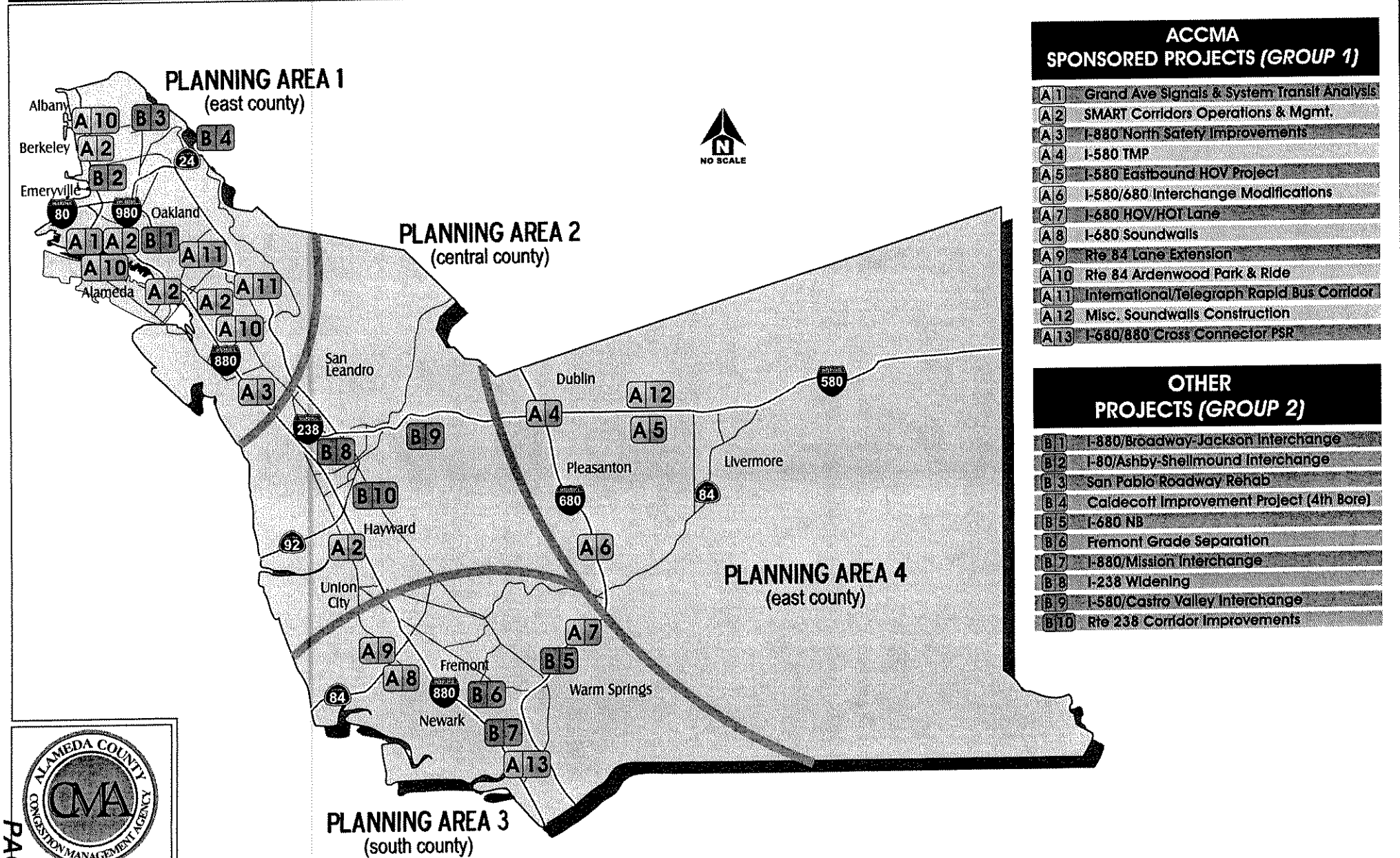
Sincerely,

A handwritten signature in black ink, appearing to read "Frank R. Furger".

Frank R. Furger  
Deputy Director, Programming & Projects

# Alameda County Congestion Management Agency Capital Expenditure Program (CEP)

## ACCMA Project Locations



**ACCMA SPONSORED PROJECTS (GROUP 1)**

<b>Project No.</b>	<b>Project Name</b>	<b>Project Manager</b>	<b>Page No.</b>
	ACCMA Project Locations		i
	Contents		ii
A-1	Grand Ave Signals & System Transit Analysis	Cyrus Minoofar	1
A-2	SMART Corridors Operations & Mgmt.	Cyrus Minoofar	3
A-3	I-880 North Safety Improvements	Matt Todd	5
A-4	I-580 TMP	Stefan Garcia	7
A-5	I-580 Eastbound HOV Project	Stefan Garcia	9
A-6	I-580/680 Interchange Modifications	Stefan Garcia	11
A-7	I-680 HOV/HOT Lane	Jean Hart	13
A-8	I-680 Soundwalls	Matt Todd	15
A-9	Rte 84 HOV Lane Extension	Matt Todd	17
A-10	Rte 84 Ardenwood Park & Ride	Stefan Garcia	19
A-11	International/Telegraph Rapid Bus Corridor	Cyrus Minoofar	21
A-12	Misc. Soundwalls Construction	Matt Todd	23
A-13	I-680/880 Cross Connector PSR	Matt Todd	25

**OTHER PROJECTS (GROUP 2)**

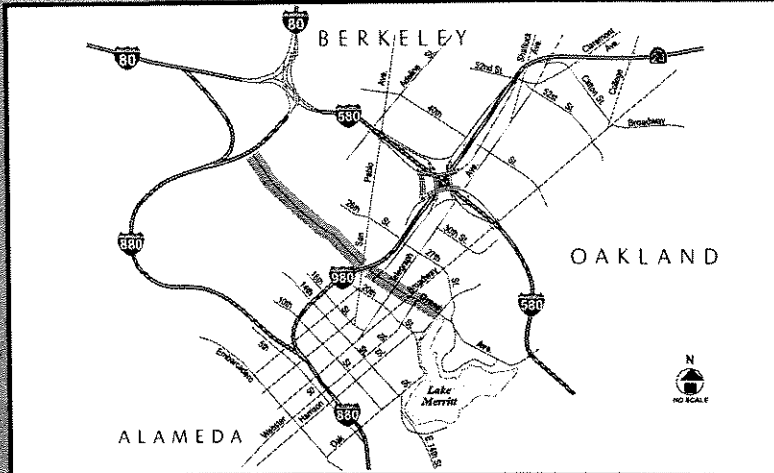
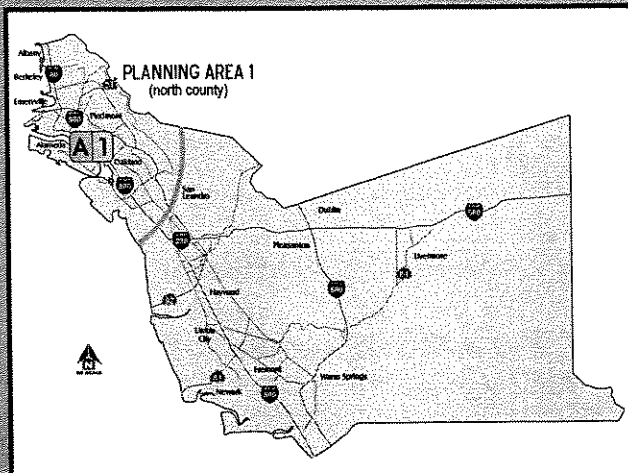
B-1	I-880/Broadway-Jackson Interchange	Barbara Hawkins	27
B-2	I-80/Ashby-Shellmound Interchange	Hank Van Dyke	29
B-3	San Pablo Roadway Rehab	Cheryl Navares	31
B-4	Caldecott Improvement Project (4th Bore)	Paul Maxwell	33
B-5	I-680 NB	James O'Brien	35
B-6	Fremont Grade Separation	Jim Pierson	37
B-7	I-880/Mission Interchange	Francis Lo	39
B-8	I-238 Widening	Arthur Dao	41
B-9	I-580/Castro Valley Interchange	Art Carrera	43
B-10	Rte 238 Corridor Improvements	Bob Bauman	45

Glossary of Acronyms and Definitions

GL1-4



# A-1: Grand Ave Signals & System Transit Analysis



## Project Status

The Draft Transit Analysis report was completed in December 2005. A final version of the report will be presented to the project stakeholders in early February 2006. Detailed design for traffic signal modifications and associated Transit Signal Priority (TSP) improvements for seven intersections on Grand Avenue between Harrison Street and Embarcadero is approximately 25% complete.

## Project Need/Description

Modify signalized intersections on the Grand/MacArthur corridor between 106th Avenue and Bay Bridge to improve traffic control infrastructure and transit operations. Provide recommendations for improving transit operations and ridership on AC Transit's NL route by increasing travel speed, revising bus stop locations and layouts, service strategies and requirements, and pedestrian connectivity strategies. Design and construct intersection improvements and deploy Transit Signal Priority (TSP) equipment to support the recommended service strategies.

## Expenditure Plan Description

Additional funding sources may be required to construct all phased improvements for this project.

### Funding Estimates

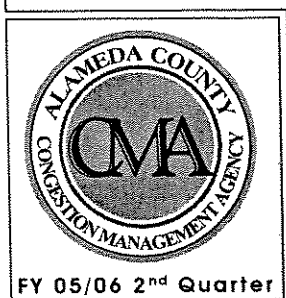
Fund Source	FY	Amount
RM2	04/05	\$50,000
RM2	05/06	\$1,750,000
TFCA	05/06	\$205,000
RM2	06/07	\$1,715,000
<b>Total:</b>		<b>\$3,720,000</b>

### Cost Estimates

Description	Amount
ENV/PE/PA&ED	\$975,000
Design	\$125,000
Construction & Construction	\$2,620,000
Support	
<b>Total: \$3,720,000</b>	

## Project Schedule

Phase Description	Begin	End	04	05	06	07
Planning/Scoping	1/05	7/05				
Preliminary Engineering and Environmental	8/05	12/05				
Right-of-Way	1/06	4/06				
Construction	5/06	4/07				



FY 05/06 2<sup>nd</sup> Quarter

**Project Sponsor: ACCMA**

**Project Manager:** Cyrus Minoofar (510) 836-2560

**Co-Sponsor: AC Transit**

**Contact:** Anthony Bruzzone (510) 891-7175



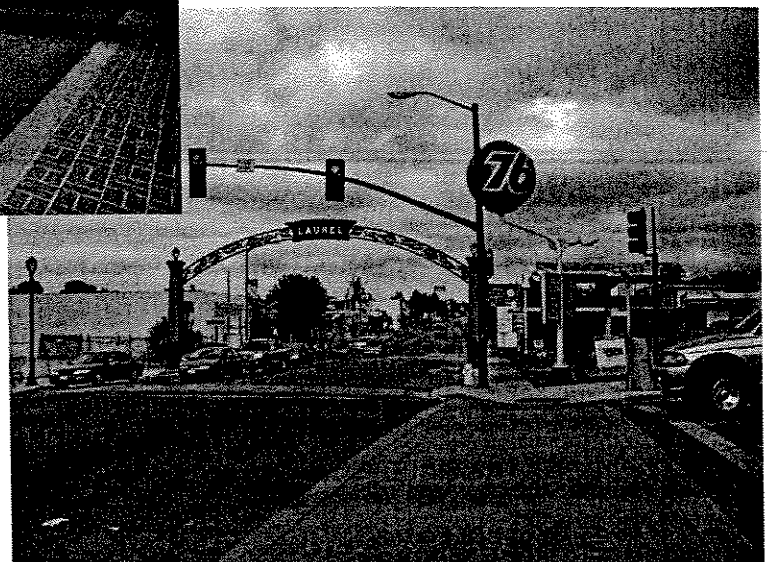
# A-1: Grand Ave Signals & System Transit Analysis



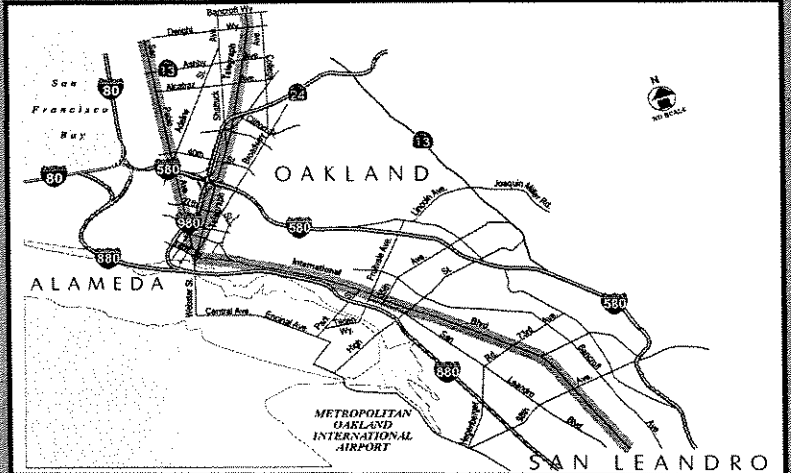
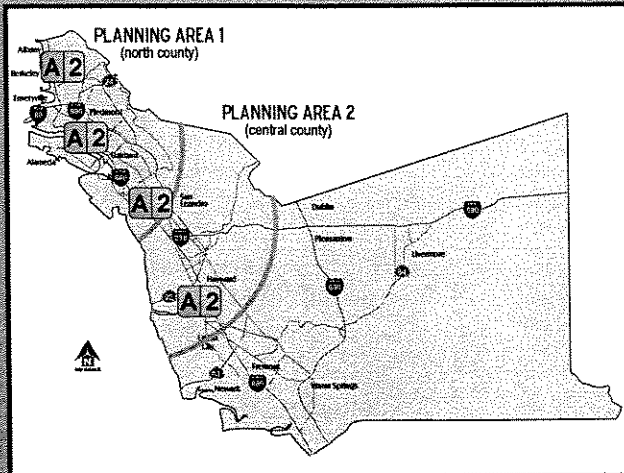
I-880/Grand Ave. Corridor



The new signal system provides priority to emergency vehicles



# A-2: SMART Corridors Operations & Mgmt.



## Project Status

The operations and management of SMART Corridors is now in its fifth year. Overall the system has been stable and service and solution providers are responding quickly to any issues that arise, and to support participating agencies. ACCMA is continually making performance upgrades and enhancements to the Corridors software, Transportation management Center hardware (TMC) and field devices. Information for analysis of traffic congestion and patterns are being collected based on requests and input from partnering agencies.

## Project Need/Description

The program consists of three major corridors in the East Bay - I-80 corridor (San Pablo Avenue), Telegraph Avenue corridor, and the I-880 corridor (Hesperian/International/E. 14th Boulevard). The purpose of the program is to plan and implement a multi-modal Advanced Transportation Management System (ATMS) along these corridors. Due to its success, the program has evolved into a multi-year, multi-phase Intelligent Transportation System (ITS) program, implementing several major infrastructure improvements in the corridors, and has contributed to forming and strengthening interagency coordination and cooperation.

## Expenditure Plan Description

The SMART Corridors Program O&M funding is provided by several different funding sources, among them local and federal agencies. The majority of expenditures on this project is of recurring nature or related to ongoing maintenance and management of the system. Stakeholders contribute funding based on a prorated formula. CMA staff is evaluating the option for funding budget shortfall to sustain ongoing O&M.

### Funding Estimates

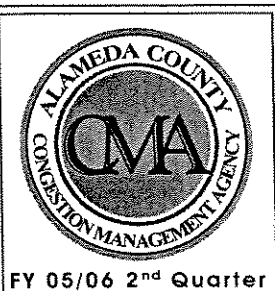
Fund Source	FY	Amount
Federal	00-05	\$1,600,000
Local	02-05	\$1,000,000
State	00-05	\$200,000
Total:		\$2,800,000

### Cost Estimates

Description	Amount
Operations & Management (Construction)	\$2,800,000
Total: \$2,800,000	

## Project Schedule

Phase Description	Begin	End	03	04	05	06	07	08	09	10
Operations & Management	02/03									



Project Sponsor: ACCMA

Co-Sponsor: 15 Local Agencies

Project Manager: Cyrus Minoofar (510) 836-2560

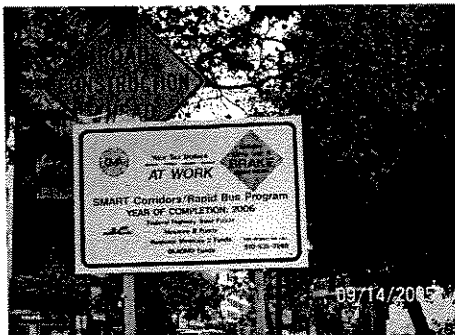
## A-2: SMART Corridors Operations & Mgmt.



San Pablo and Telegraph Corridors



International Corridor



Installation of conduits



Adjustment of traffic camera



Traffic cameras can be used to monitor roadway incidents

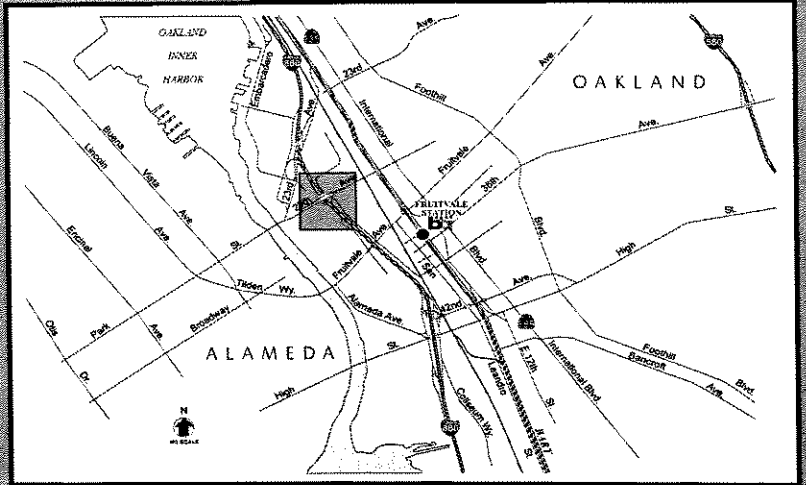
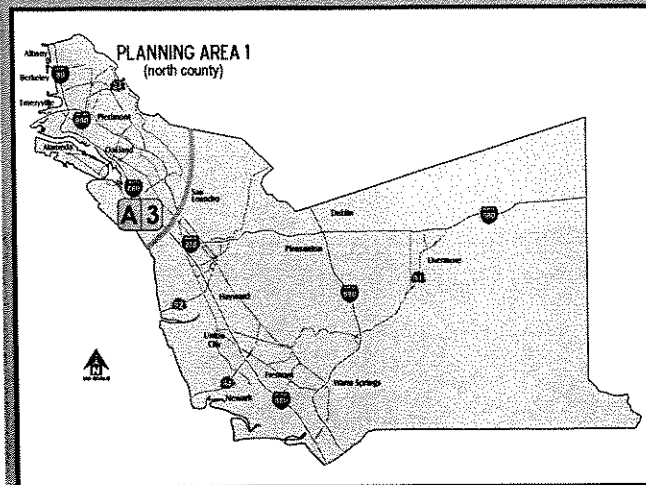


Corridor provides signal priority for emergency vehicles

Printed 2/11/2006



# A-3: I-880 North Safety Improvements



## Project Status

Conceptual design work has been completed. Initiated outreach with project stakeholders.

## Project Need/Description

To provide operational and safety improvements to NB I-880 at 29th Ave by reconfiguring the on- and off-ramps, as well as mitigate noise impacts of the facility. The project will provide additional storage and deceleration distances to the off-ramp. This will minimize the queue spillback and resultant speed changes to the mainline. The mitigating soundwalls will reduce noise impacts to an elementary school and residences in the Jingtowntown neighborhood.

## Expenditure Plan Description

RM2 funds to be used for PA&ED, Design, R/W and Construction. Uncommitted funding needed for Construction phase.

### Funding Estimates

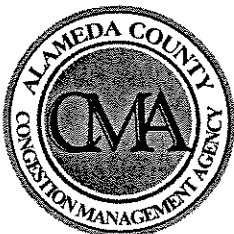
Fund Source	FY	Amount
RM2		\$10,000,000
Federal Funds		\$2,000,000
(Uncommitted)		\$13,000,000
Total:		\$25,000,000

### Cost Estimates

Description	Amount
PA&ED	\$1,000,000
Design	\$2,000,000
R/W	\$1,500,000
Construction	\$19,500,000
Total: \$25,000,000	

## Project Schedule

Phase Description	Begin	End	03	04	05	06	07	08	09	10
Preliminary Engineering and Environmental	1/05	6/07								
Design	7/07	12/08								
Right-of-Way	10/07	12/08								
Construction	1/09	4/10								



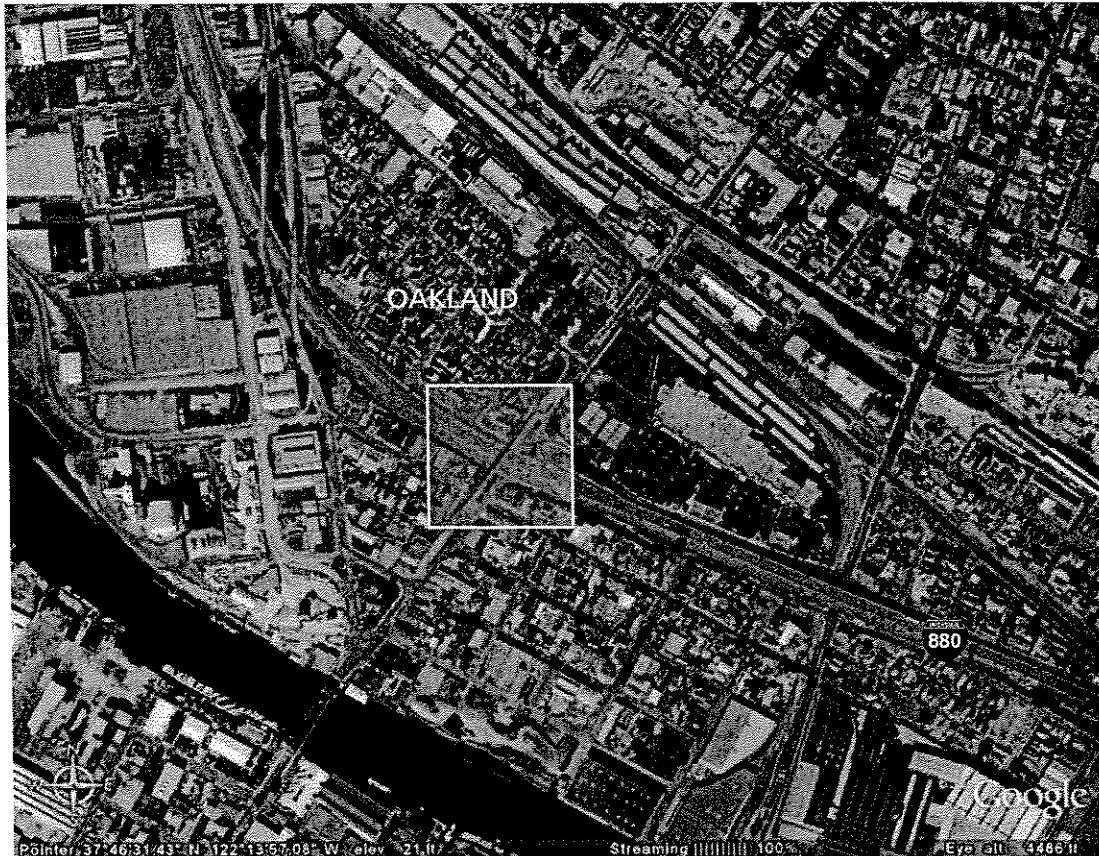
Project Sponsor: ACCMA

Co-Sponsor: Caltrans,  
City of Oakland

Project Manager: Matt Todd (510) 836-2560

Contact:

## A-3: I-880 North Safety Improvements

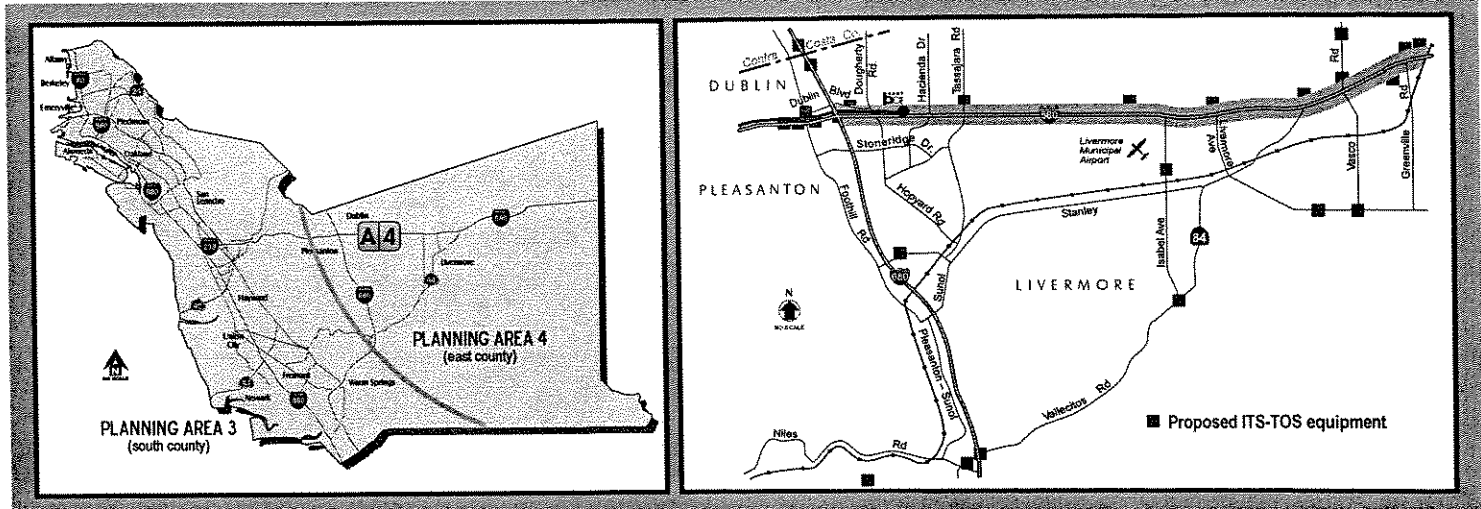


Study area: NB I-880 @ 29th Ave.



Printed 2/1/2006

# A-4: I-580 Traffic Management Plan (TMP)



## Project Status

A System Engineering and Management Plan (SEMP) is being finalized; the environmental document and final design are nearing completion. The project is anticipated to be advertised for bids Summer 2006. Construction is expected to begin in late Summer 2006.

## Project Need/Description

This project will implement a TMP by installing equipment along I-580, I-680, Route 84, and local arterials. This includes ramp metering, traffic monitoring stations, CCTV cameras, Changeable Message Signs, and Highway Advisory Radio broadcasts that will gather and disseminate data to monitor and manage congestion. The short term goal of the TMP project is to provide real-time traffic information to travelers during the construction of the eastbound I-580 HOV lane and other 580 corridor projects, anticipated to begin in 2007. After construction of the I-580 eastbound HOV lane project, most of the equipment will remain in place and will continue to provide traffic and incident information to local jurisdictions and travelers. In addition to the Caltrans, Alameda County installation of monitoring and informational equipment, the various jurisdictions have agreed to participate in a Memorandum of Understanding (MOU) to work cooperatively toward improving the management and operation of the arterials and freeway along the I-580 corridor.

## Funding Estimates

Fund Source	FY	Amount
TCRP/RM2	06/07	\$9,500,000
Total:		\$9,500,000

## Cost Estimates

Description	Amount
Planning/Design	\$1,500,000
Construction	\$8,000,000
Total: \$9,500,000	

## Project Schedule

Phase Description	Begin	End	05	06	07
Planning-Scoping	9/05	1/06			
Preliminary Engineering	N/A				
Final Engineering	12/05	6/06			
Construction	8/06	11/06			



FY 05/06 2<sup>nd</sup> Quarter

**Project Sponsor: ACCMA**

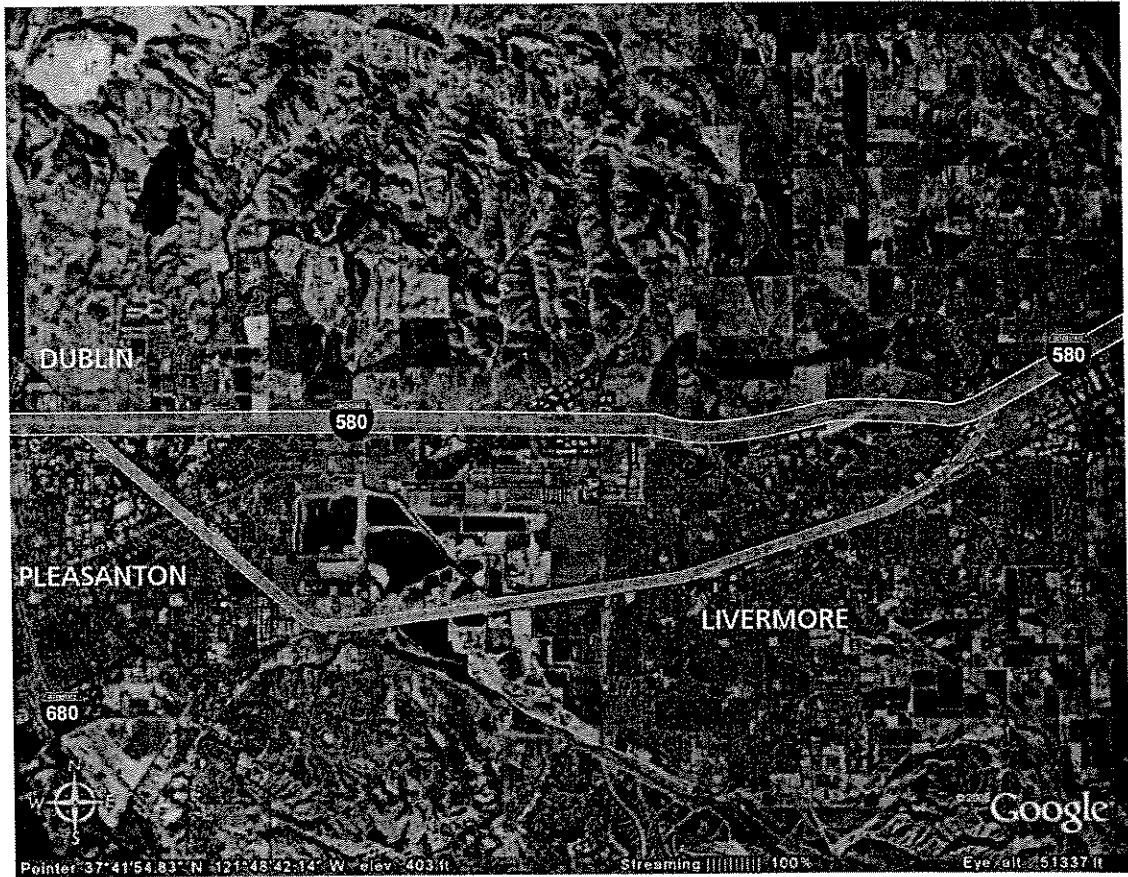
**Project Manager:** Stefan Garcia (510) 836-2560

**Co-Sponsor: Caltrans**

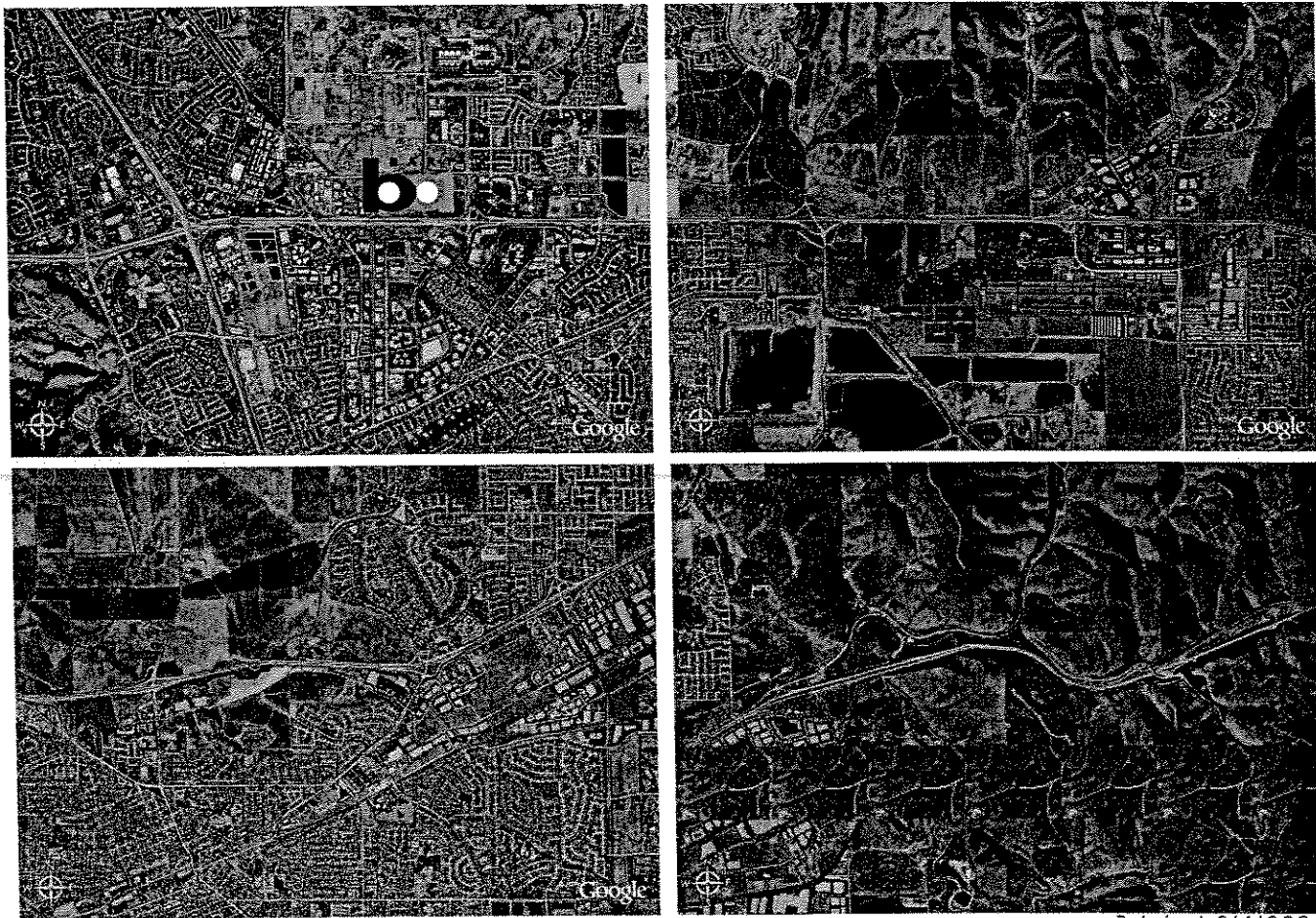
**Contact:** Alan Chow (510) 284-4577



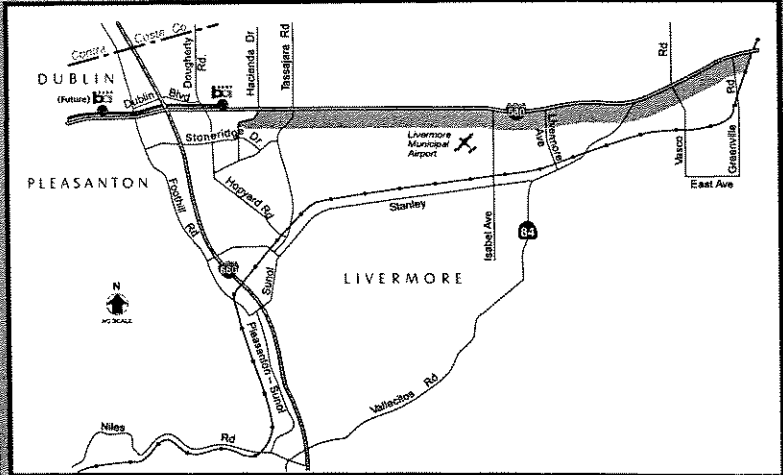
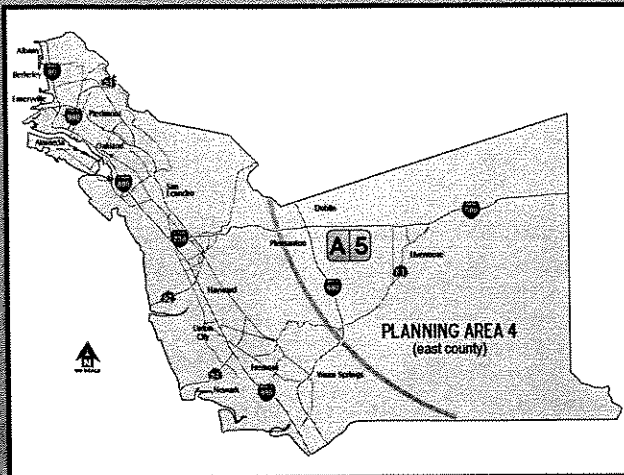
A-4: I-580 Traffic Management Plan (TMP)



I-580 Corridor: Traffic Management Plan



# A-5: I-580 Eastbound HOV Project



## Project Status

Preparation of an eastbound only environmental document (ND/FONSI), preliminary engineering and at-risk design are currently underway. The CMA is working with Caltrans to combine a SHOPP pavement rehab of all EB lanes within the project limits with this project.

## Project Need/Description

Construct eastbound HOV Lane from Hacienda Drive to Greenville Overhead in the Livermore Valley, as well as auxiliary lanes and associated roadway improvements.

## Expenditure Plan Description

TCRP funds will be used (as available) to complete the PA&ED and Design phases. Construction will be funded by a combination of TCRP/STIP/ACTIA/RM2. Should TCRP funding be unavailable, work will proceed and supplemented by additional corridor funds from RM2.

### Funding Estimates

Fund Source	FY	Amount
TCRP	2000	\$8,500,000
STIP	2006	\$26,000,000
RM2	2004	\$25,000,000
Fed Demo	2007	\$15,600,000
Total:		\$75,100,000

### Cost Estimates

Description	Amount
PA&ED	\$7,100,000
Design	\$6,000,000
Construction	\$56,000,000
Construction Support	\$6,000,000
Total: \$75,100,000	

## Project Schedule

Phase Description	Begin	End	01	02	03	04	05	06	07	08	09
Planning/Scoping	1/00	6/01									
Preliminary Engineering and Environmental	8/01	8/06									
Final Engineering/Plans, Specifications	3/06	6/07									
Construction	7/07	12/09									



FY 05/06 2<sup>nd</sup> Quarter

**Project Sponsor: ACCMA**

**Project Manager:** Stefan Garcia (510) 836-2560

**Co-Sponsor: Caltrans**

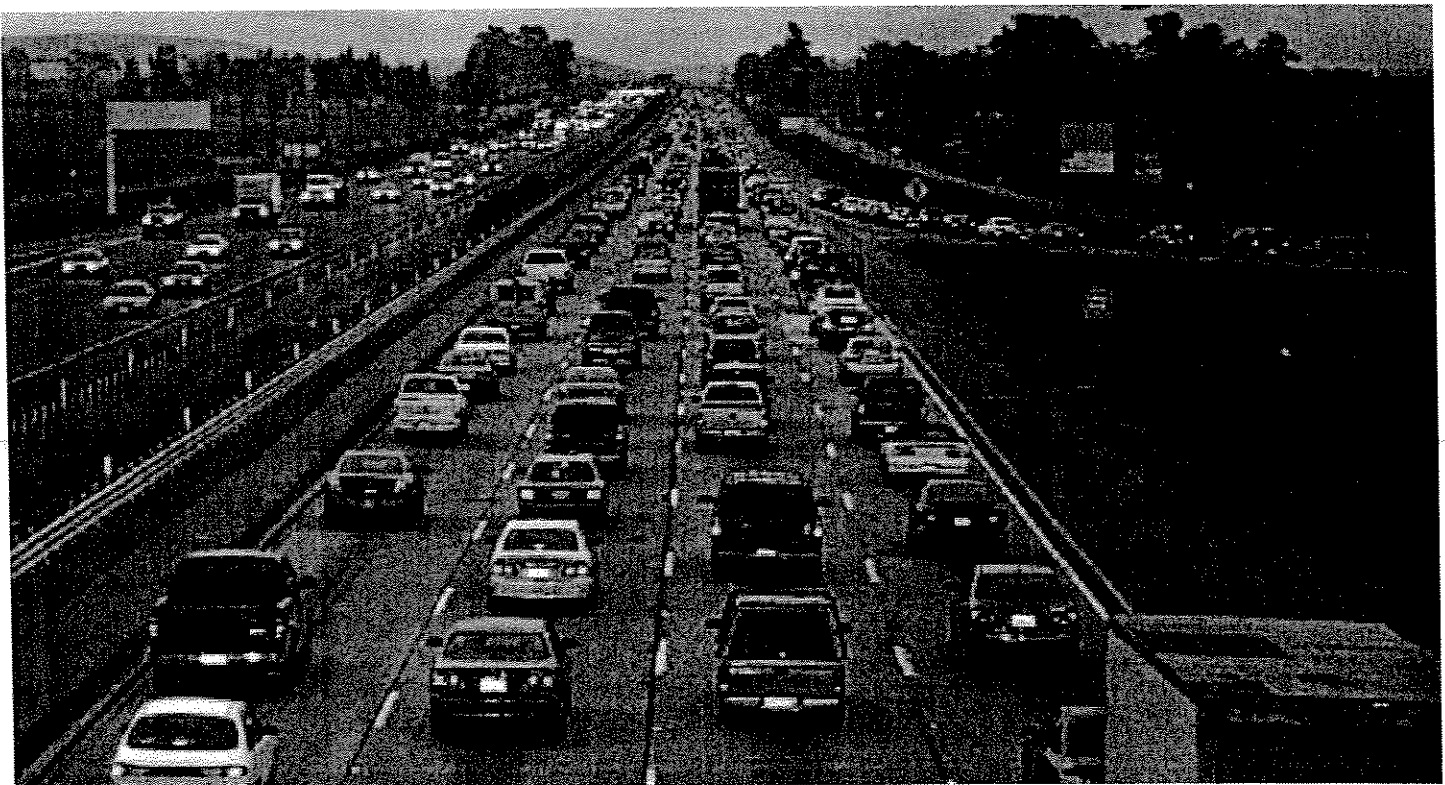
**Contact:** Issa Bouri (510) 286-5220



## A-5: I-580 Eastbound HOV Project



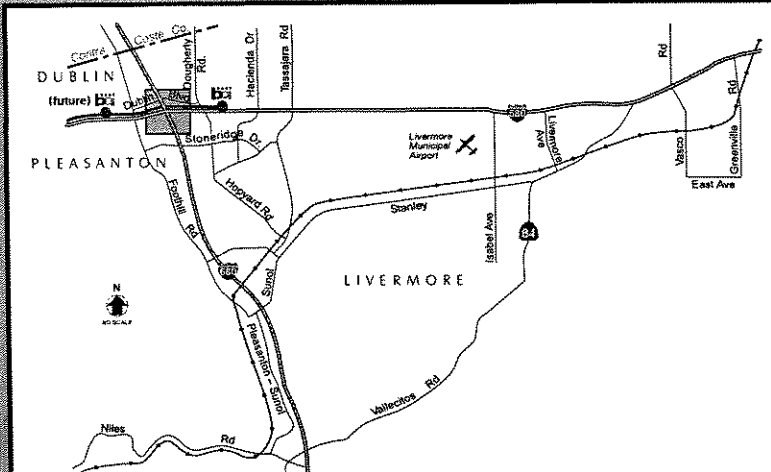
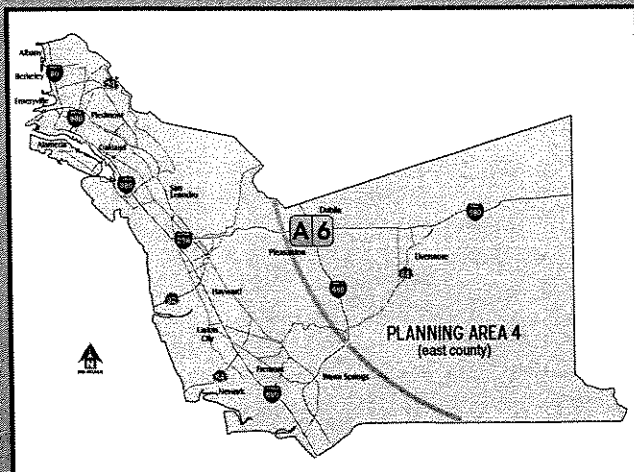
I-580 TRI-Valley Transit/HOV Corridor



The Need

Printed 2/1/2006

# A-6: I-580/680 Interchange Modifications



## Project Status

Project is in the scoping phase; a PSR is being prepared by Caltrans District 4 Advance Planning Unit with support from a consultant team provided by the ACCMA, and with active participation from local jurisdictions.

## Project Need/Description

Define feasible alternatives for improvements and modifications at the I-580/I-680 interchange in Dublin/Pleasanton with emphasis on HOV direct connector structures from 580 WB to 680 SB, and from 680 NB to 580 EB. The completed scoping document will place the I-580/I-680 modifications at the same level of project readiness as other Tri-Valley projects. This study will include a traffic operation evaluation that will facilitate the eventual development of a combined 580/680 I/C and I-580 WB HOV project.

## Expenditure Plan Description

Scoping phase funded by RM2. A project funding plan will be developed after the project is fully scoped.

### Funding Estimates

Fund Source	FY	Amount
RM2	2005	\$2,000,000
		<b>Total: \$2,000,000</b>

### Cost Estimates

Description	Amount
Scoping Phase (PSR)	\$2,000,000
Total: \$2,000,000	

## Project Schedule

Phase Description	Begin	End	01	02	03	04	05	06	07	08
Planning/Scoping	2005	2007								
Preliminary Engineering and Environmental	N/A	N/A								
Final Engineering/Plans, Specs	N/A	N/A								
Construction	N/A	N/A								



**Project Sponsor: ACCMA**

**Co-Sponsor: Caltrans**

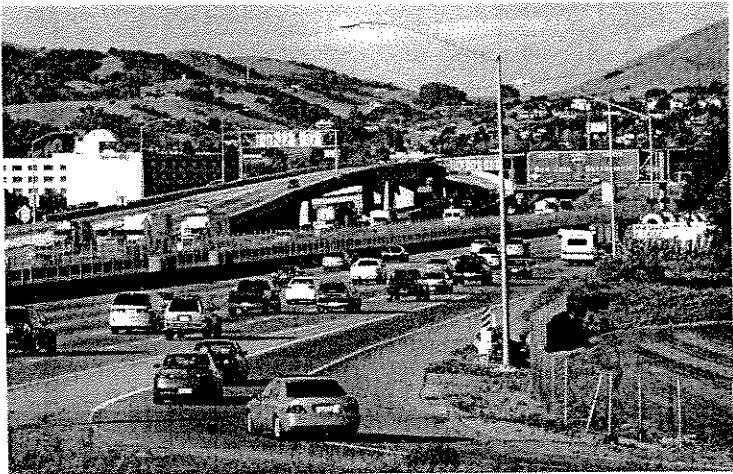
**Project Manager:** Stefan Garcia (510) 836-2560

**Contact:** Richard Cho (510) 286-5530

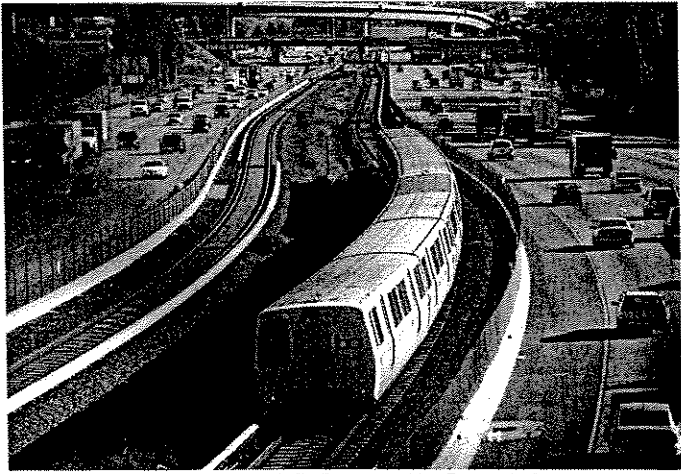
# A-6: I-580/680 Interchange Modifications



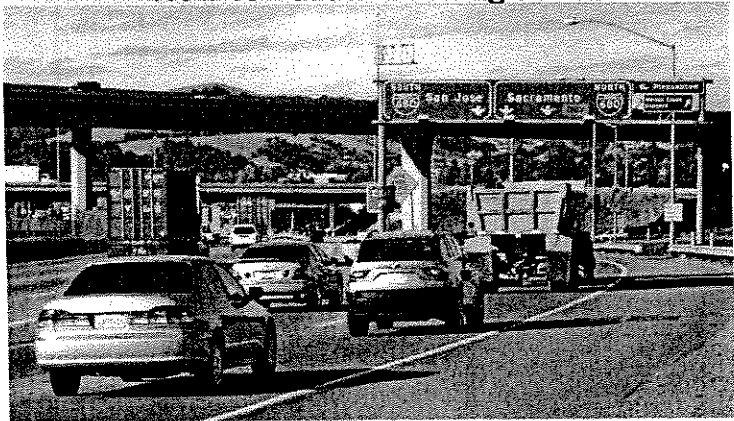
Study Area: I-580/I-680 Interchange



View towards Dublin grade

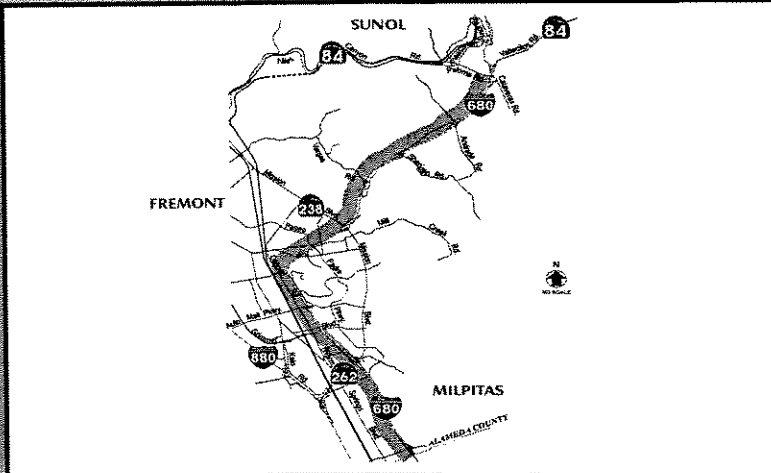
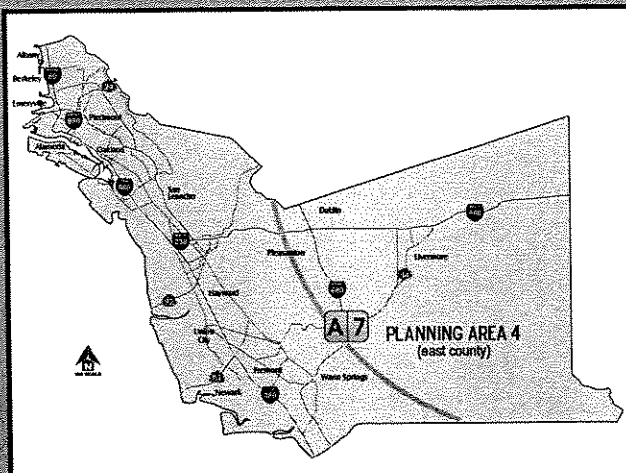


Existing BART Transit Corridor





# A-7: I-680 HOV/HOT Lane



## Project Status

The environmental document has been signed by FHWA. The preliminary engineering for the roadway work is nearing completion. The draft Project Study Report/Project Report has been submitted to Caltrans. The comments will be incorporated in the final PSR scheduled to be submitted in early February 2006. The Project Fact Sheet which identifies design exceptions has been reviewed by Caltrans. The Concept of Operations for the electronic toll collection system is complete.

## Project Need/Description

No change except to note that the name of the project so far is the Smart Carpool Lane not the Express Lane. That term is also used in ACTIA's Expenditure Plan.

## Funding Estimates

Fund Source	FY	Amount
ACTIA		\$14,000,000
Santa Clara RIP		\$7,300,000
Federal Earmark		\$2,000,000
Federal Grants		\$1,660,000
Future Federal		\$6,340,000
Other Local		\$100,000
Total:		\$31,400,000

## Cost Estimates

Description	Amount
Scope	\$364,000
PE/Environmental/Civil Engineering	\$7,710,000
Construction	\$18,000,000
System Engineering/Integration/Equipment	\$10,800,000
Total: \$36,874,000	

## Project Schedule

Phase Description	Begin	End	04	05	06	07	08	09
Planning/Scoping	2/04	6/05						
Preliminary Engineering and Environmental	11/04	3/06						
Final Engineering/Plans, Specifications	3/06	6/07						
Right-of-Way	1/07	6/07						
Construction	12/07	12/09						



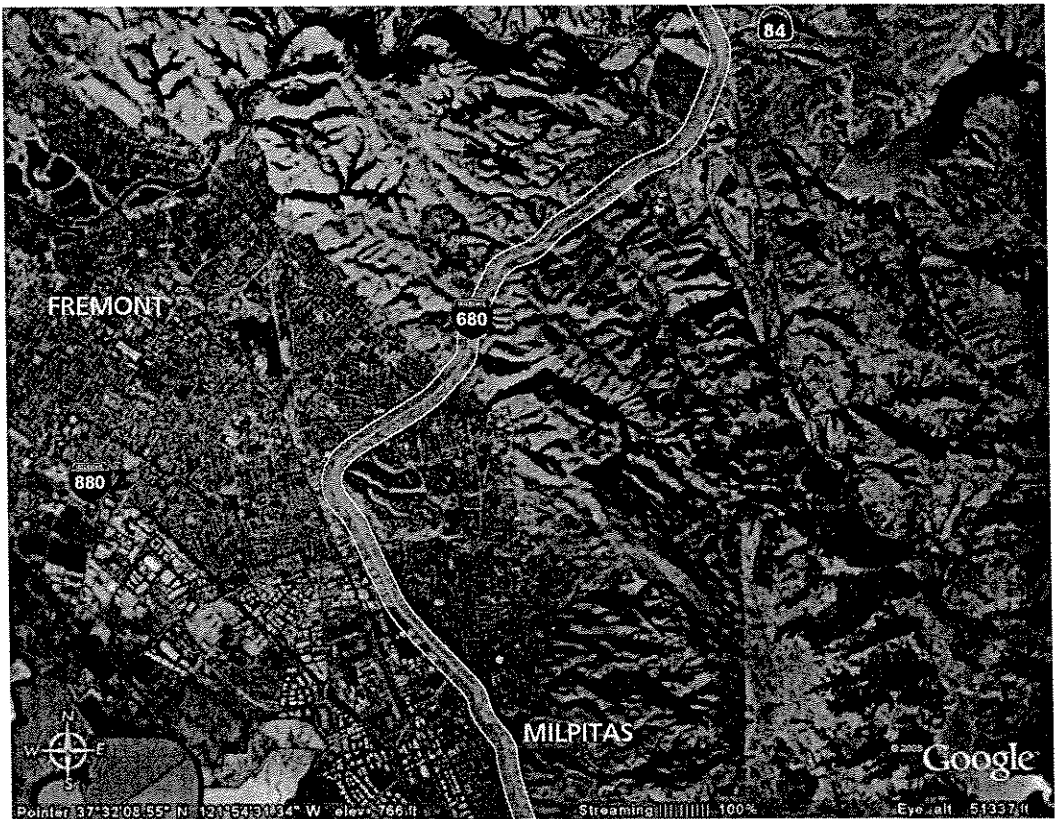
**Project Sponsor: ACCMA**

**Project Manager:** Jean Hart (510) 836-2560

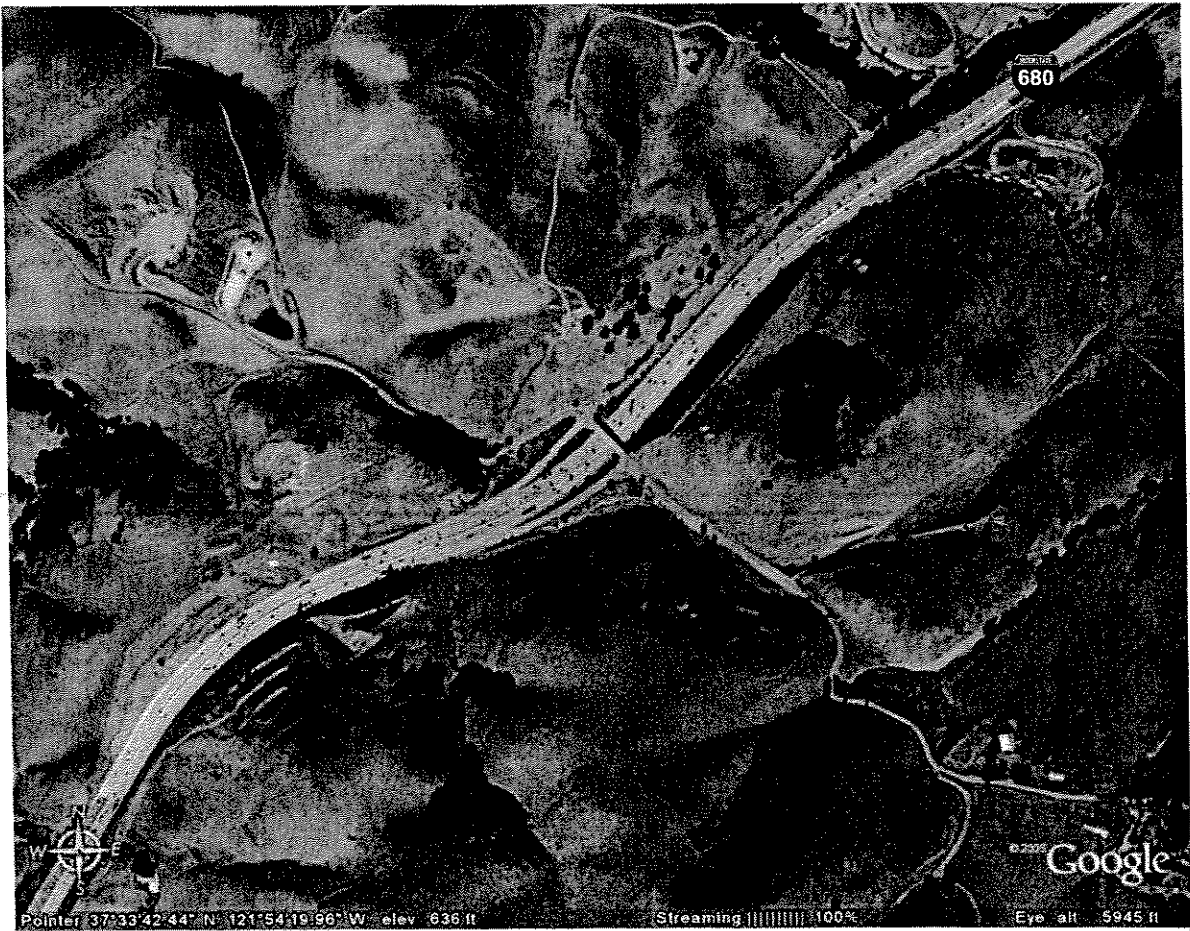
**Co-Sponsor: Caltrans**

**Contact:** Emily Landin-Lowe (510) 264-5124

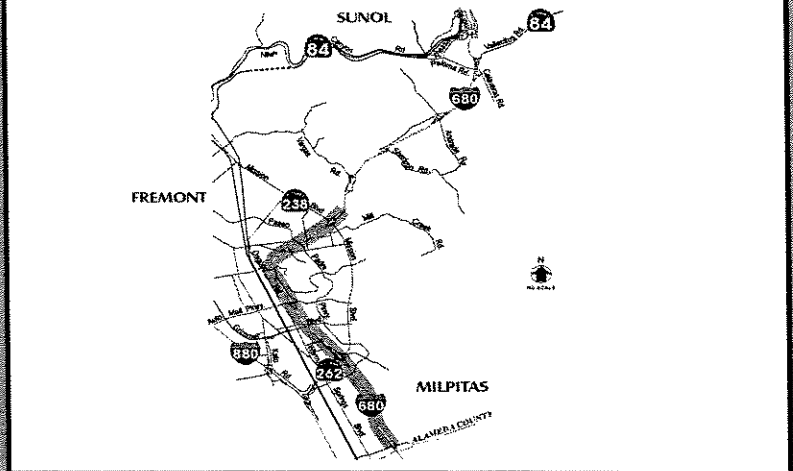
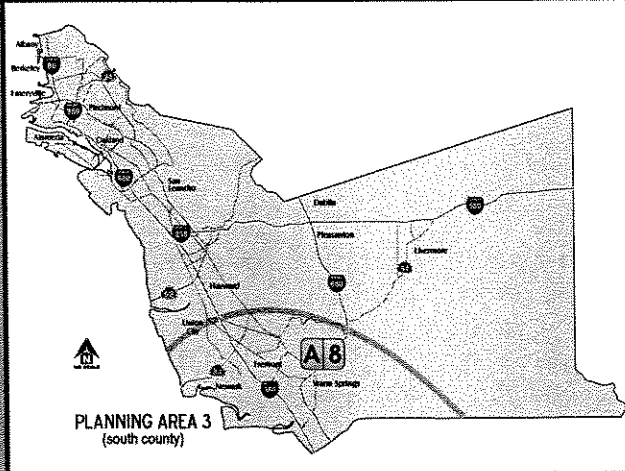
A-7: I-680 HOT Lane



I-680 Sunol-Fremont Grade



# A-8: I-680 Soundwalls



## Project Status

Project Construction is underway and scheduled to be completed in January 2006.

## Project Need/Description

This project consists of constructing 10-foot to 16-foot soundwalls along the I-680 corridor within Fremont and Milpitas city limits. This project is one of the components of the overall I-680 Corridor Improvements. This project includes the construction of twelve (12) masonry-block soundwalls on top of either pile caps or retaining wall on spread footings.

## Expenditure Plan Description

This project is being constructed with a combination of federal, state and local funds. Environmental clearance was funded through a corridor environmental document.

### Funding Estimates

Fund Source	FY	Amount
STIP		\$10,887,000
Federal Funds		\$2,226,000
Local Funds		\$2,117,000
Total:		\$15,230,000

### Cost Estimates

Description	Amount
PS&E	\$1,560,000
Right-of-Way	\$970,000
Construction	\$12,700,000
Total: \$15,230,000	

### Project Schedule

Phase Description	Begin	End	00	01	02	03	04	05
Preliminary Engineering and Environmental		9/00						
PS&E	6/01	10/03						
Construction	4/04	10/05						



**Project Sponsor: ACCMA**

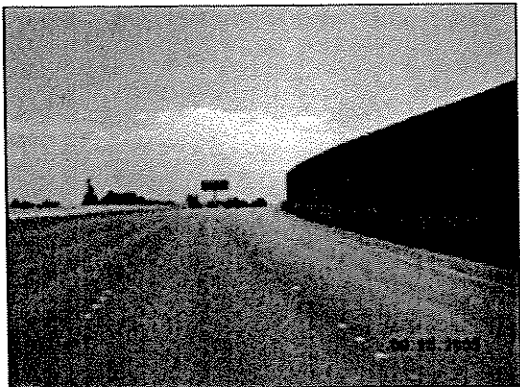
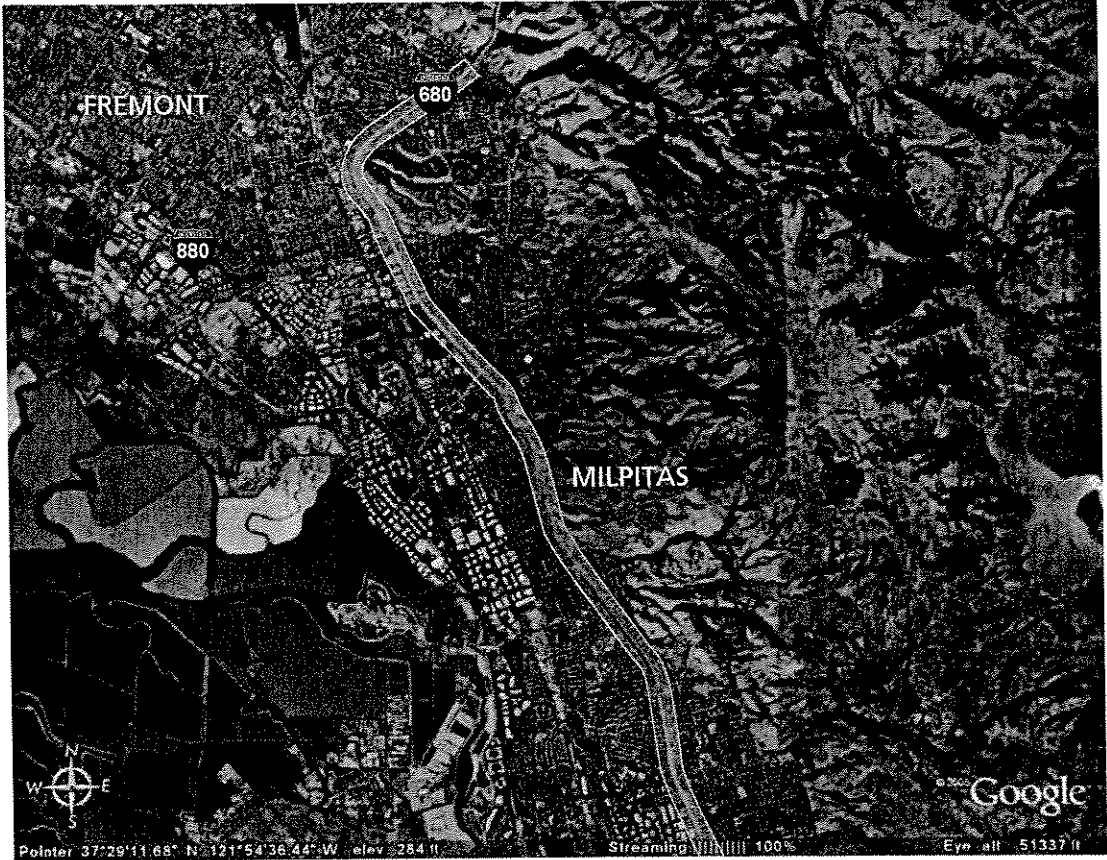
**Project Manager:** Matt Todd (510) 836-2560

**Co-Sponsor: Caltrans**

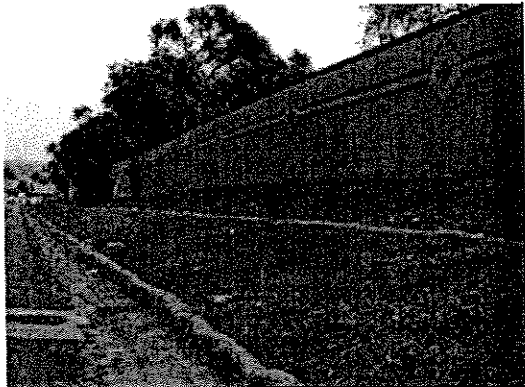
**Contact:** Emily Landin-Lowe (510) 781-5324



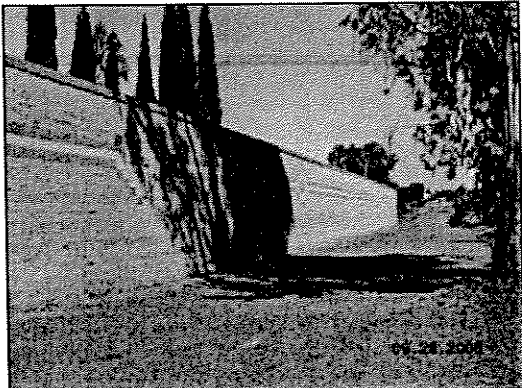
A-8: I-680 Soundwalls



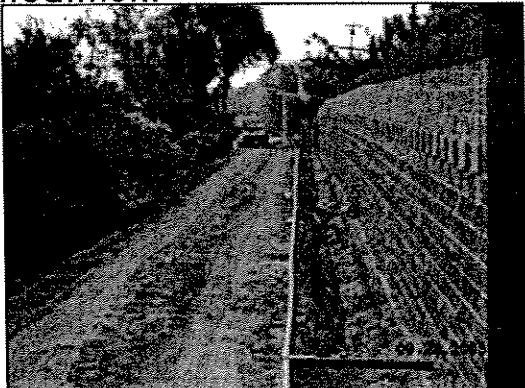
S.W. on barrier



Completed S.W. w/Architectural treatment

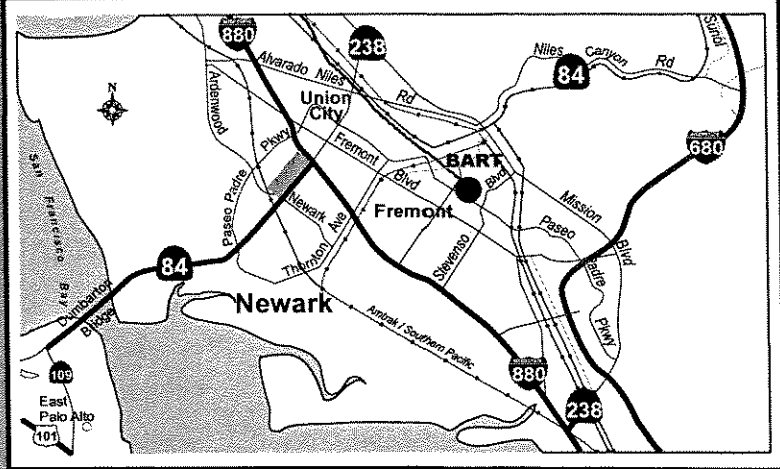
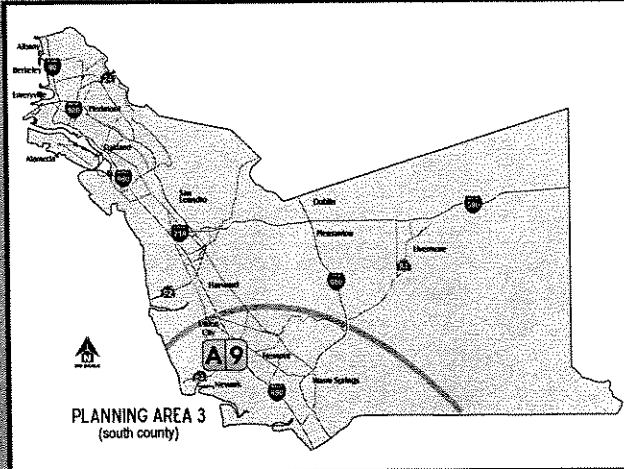


Completed S.W.



Construction in progress

# A-9: Rte 84 HOV Lane Extension



## Project Status

Environmental documentation was completed in June 2003. Design was completed in late 2005. ACCMA and Caltrans are jointly developing a plan to fund construction.

## Project Need/Description

The project will extend the westbound HOV lane on Route 84 from Newark Blvd to I-880. This will be accomplished by widening in the median area, adding a concrete barrier and realigning the freeway. The project will also include modification of the I-880 off-ramp to provide an HOV bypass lane to provide a better connection to the extended HOV lane.

## Expenditure Plan Description

Caltrans has STIP funds programmed to the project development phase of the project. ACCMA and Caltrans are coordinating a plan to fund the construction phase of the project

### Funding Estimates

Fund Source	FY	Amount
STIP		\$1,800,000
RM2		\$6,000,000
Total:		\$7,800,000

### Cost Estimates

Description	Amount
Environmental/PE	\$295,000
PS&E	\$1,330,000
Right-of-Way	\$35,000
Construction	\$6,170,000
Total: \$7,830,000	

### Project Schedule

Phase Description	Begin	End	01	02	03	04	05	06	07	08
Preliminary Engineering and Environmental	4/02	6/03								
Final Engineering/Plans, Specifications	10/04	11/05								
Right-of-Way	10/04	9/05								
Construction	4/06	12/07								



**Project Sponsor: ACCMA**

Project Manager: Matt Todd (510) 836-2560

**Co-Sponsor: Caltrans**

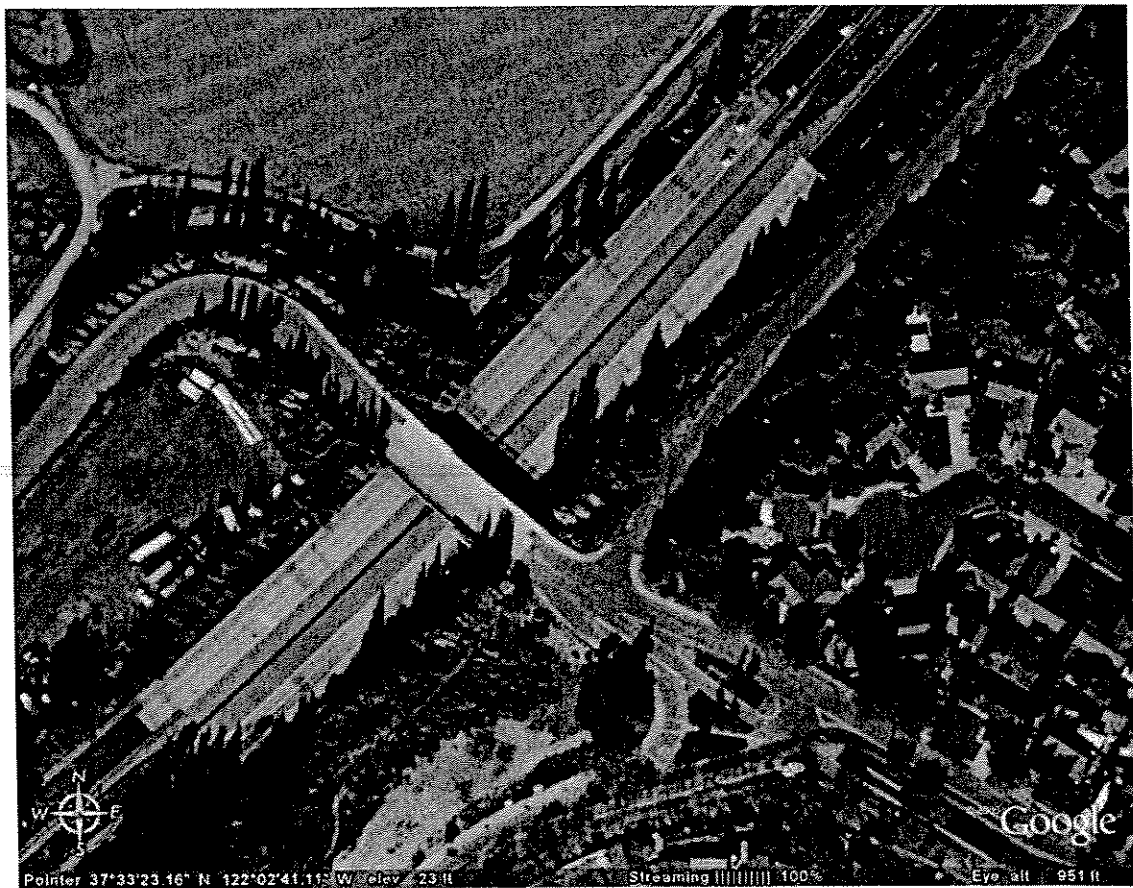
Contact: Ron Kiaaina (510) 286-4193



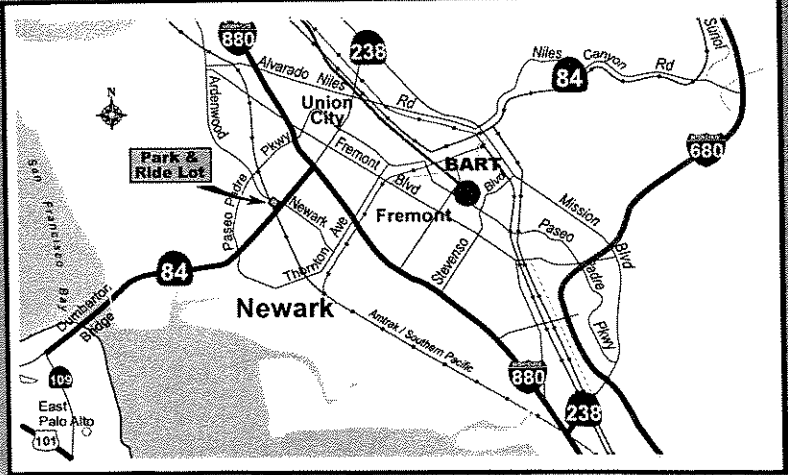
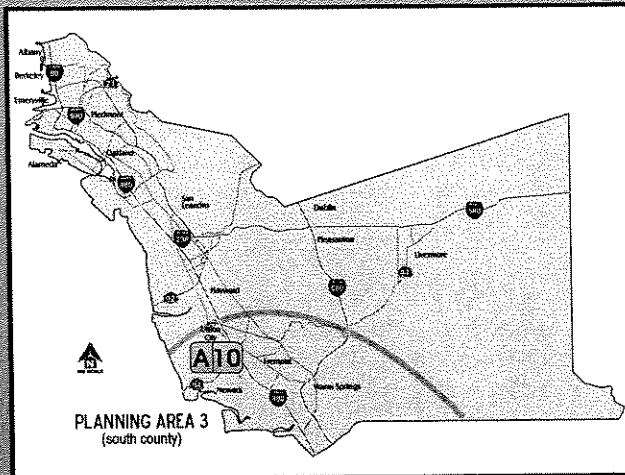
A-9: Rte 84 HOV Lane Extension



Limits of proposed SR-84 WB HOV extension



# A-10: Rte 84 Ardenwood Park & Ride



## Project Status

Project is in the final stages of the PA&ED phase with the ED approved in August 05. Immediately following the approval of the ED (CE), the MTC approved additional allocation to fund the ROW and Design phases. The CMA released a request for proposal for design services in December 2005. The preliminary layout for the project is being refined based on discussions with the City of Fremont and the property owner.

## Project Need/Description

This project will provide an additional 100 parking stalls for commuters to relieve overflow at the existing park-and-ride lot and promote the use of AC Transit's Transbay transit services. The project will acquire ROW and expand the a Park & Ride commuter lot at the NW quadrant of SR-84/ Ardenwood Blvd. interchange. The new lot will be adjacent to, and is anticipated to be connected with, an existing Park & Ride lot owned by Caltrans. The intent of the final project is to consolidate both lots into one unified lot, to be owned, operated and maintained by AC Transit.

## Expenditure Plan Description

Project is fully funded by RM2.

### Funding Estimates

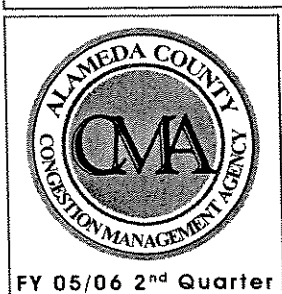
Fund Source	FY	Amount
RM2	2005	\$120,000
RM2	2006	\$1,520,000
RM2	2007	\$1,460,000
Total:		\$3,100,000

### Cost Estimates

Description	Amount
PA&ED	\$150,000
Design	\$290,000
Right-of-Way	\$1,200,000
Construction	\$1,460,000
Total: \$3,100,000	

## Project Schedule

Phase Description	Begin	End	04	05	06	07
Preliminary Engineering and Environmental	1/05	10/05				
Final Engineering/Plans, Specifications	11/05	8/06				
Right-of-Way	11/05	8/06				
Construction	10/06	6/07				



Project Sponsor: **ACCMA**

Project Manager: Stefan Garcia (510) 836-2560

Co-Sponsor: **AC Transit**

Contact: Anthony Bruzzone (510) 881-7175

A-10: Rte 84 Ardenwood Park & Ride



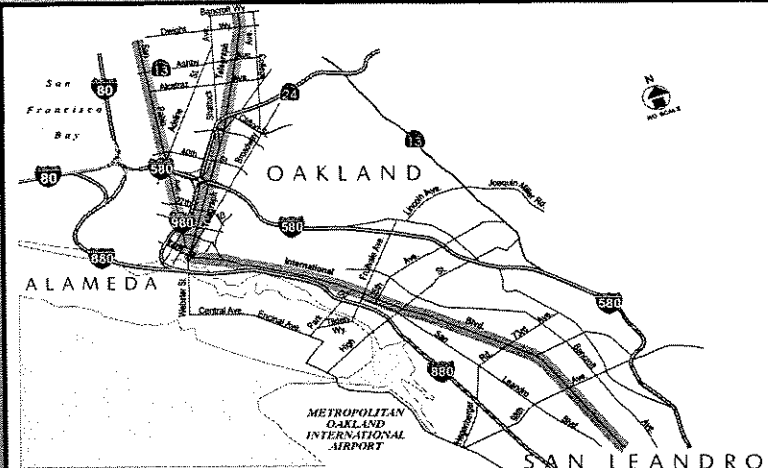
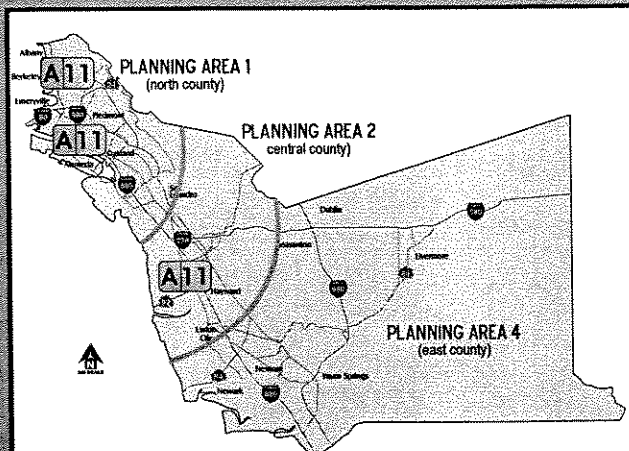
Project site @ NW quadrant of SR 84/Ardenwood



Printed 2/1/2006



# A-11: International/Telegraph Rapid Bus Corridor



## Project Status

Construction contracts for 34<sup>th</sup> Ave., Telegraph Ave., Broadway, and International Blvd. have been awarded. Construction is ongoing or complete for all contracts.

34th	complete
Broadway	90% complete
Telegraph	35% complete
E. 14th	20% complete

## Project Need/Description

The International-Telegraph corridor is approximately 20 miles long. It starts at the UC Berkeley campus, runs south on Telegraph, then to Broadway in Oakland and onto International/E. 14th, and ends at Bay Fair Mall/BART in San Leandro. The corridor is the latest project within the SMART Corridors Program, and is a continuation of the successful collaboration between ACCMA, AC Transit, and local cities implementing Rapid Bus lines along major transit corridors. The project will add SMART Corridors components and transit signal priority (TSP) as well as traffic signal modifications for AC Transit's new Rapid Bus line along the corridor.

## Expenditure Plan Description

The majority of funding for the INTEL project is provided by RM2 and Measure B funds, with AC Transit as the sponsor. AC Transit is also providing a small amount of federal funding for the project. In addition to the funding from AC Transit, ACCMA is providing CMA TIP funds as well as funding through several TFCA grants. Because the project includes federal funding, all procurement and contracting has been done following federal guidelines. Funding through AC Transit will primarily pay for Rapid Bus enhancements, while CMA TIP will fund Corridor enhancements, and TFCA will provide TSP hardware.

### Funding Estimates

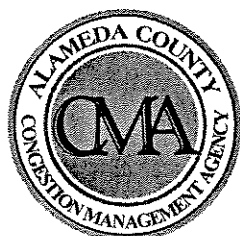
Fund Source	FY	Amount
AC Transit (Local)	04-06	\$13,679,000
AC Transit (Fed/ Fed FTA)	04-06	\$700,000
CMA TIP	04-06	\$4,500,000
TFCA	04-06	\$1,395,000
<b>Total:</b>		<b>\$20,274,000</b>

### Cost Estimates

Description	Amount
Design	\$2,900,000
Construction & Construction	\$17,274,000
Support	
<b>Total: \$20,274,000</b>	

### Project Schedule

Phase Description	Begin	End	04	05	06
Planning/Scoping	11/04	1/05			
Preliminary Engineering and Environmental	1/05	6/05			
Final Engineering/Plans, Specifications	3/05	8/05			
Construction	7/05	12/06			



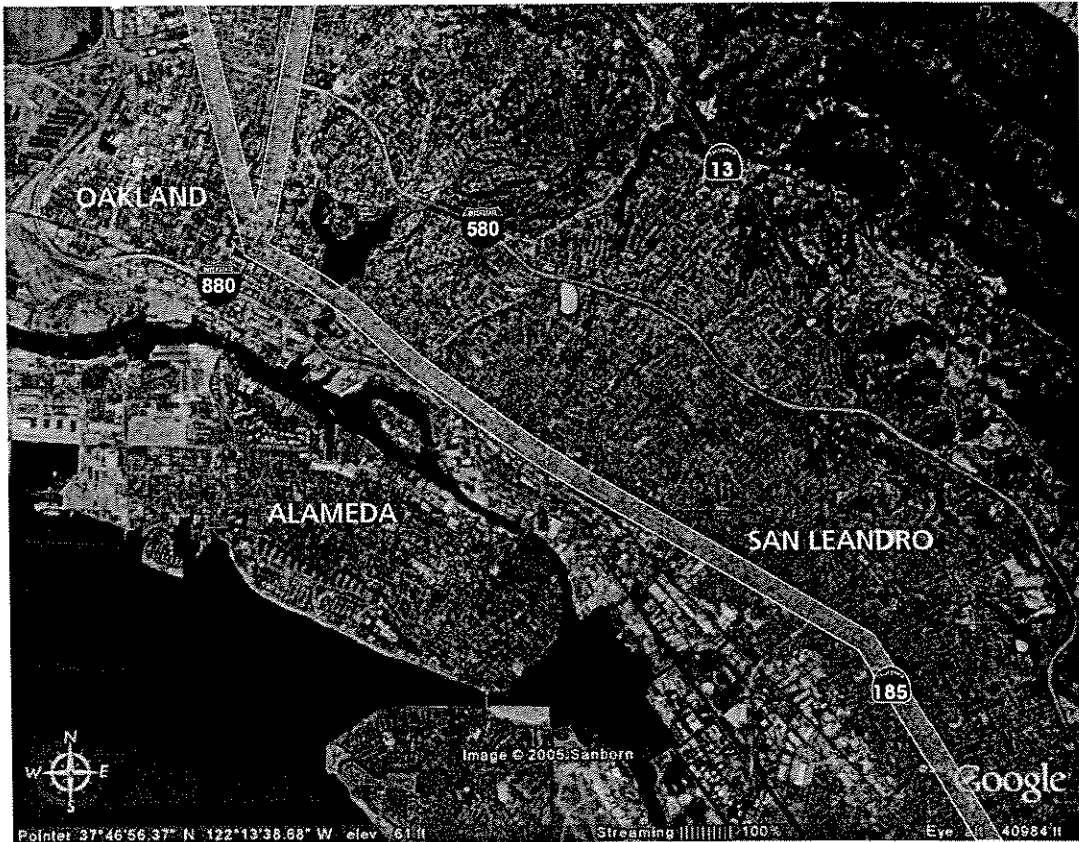
**Project Sponsor: ACCMA**

**Project Manager:** Cyrus Minoofar (510) 836-2560

**Co-Sponsor: AC Transit**

**Contact:** Jon Twichell (510) 891-4801

## A-11: International/Telegraph Rapid Bus Corridor

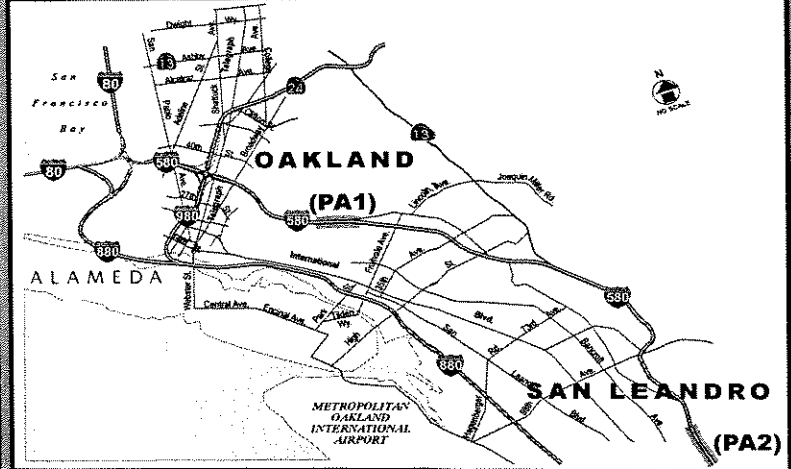
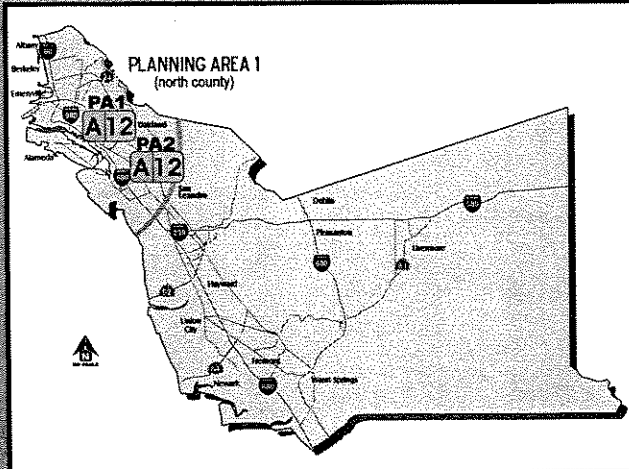


Alameda County, East Bay SMART Corridor



One of AC's new fleet operating in the corridor.

# A-12: Misc. Soundwalls Construction



## Project Status

**I-580 (PA1): Oakland: 14th to Ardley Ave:** CMA Board approved CMA TIP funds for the project design in November 2005. Design RFP is scheduled to be released in January 2006.

**I-580 (PA2): San Leandro: Estudillo to 141st Ave:** CMA Board approved CMA TIP funds for the project design in November 2005. Design RFP is scheduled to be released in January 2006.

## Project Need/Description

**I-580 (PA1): Oakland: 14th to Ardley Ave:** It is proposed to construct a two segment sound wall in this area.

**I-580 (PA2): San Leandro: Estudillo to 141st Ave:** It is proposed to construct up to ten sound walls at various locations in this area.

## Funding Estimates

Fund Source	FY	Amount
STIP		\$8,300,000
CMA TIP		\$1,000,000
Unfunded		\$2,050,000
<b>Total:</b>		<b>\$11,350,000</b>

## Cost Estimates

Description	Amount
Environmental	\$400,000
PS&E	\$1,000,000
ROW	\$650,000
Construction	\$9,300,000
<b>Total: \$11,350,000</b>	

## Project Schedule

Phase Description	Begin	End	06	07	08
<b>PS&amp;E</b>					
Oakland - 14th to Ardley Ave	1/06	9/07			
San Leandro - Estudillo to 141 st Ave.	1/06	6/07			
<b>ROW</b>					
Oakland - 14th to Ardley Ave	TBD				
San Leandro - Estudillo to 141 st Ave.	1/06	6/07			
<b>Construction</b>					
Oakland - 14th to Ardley Ave	TBD				
San Leandro - Estudillo to 141 st Ave.	9/07	12/08			



**Project Sponsor: ACCMA**

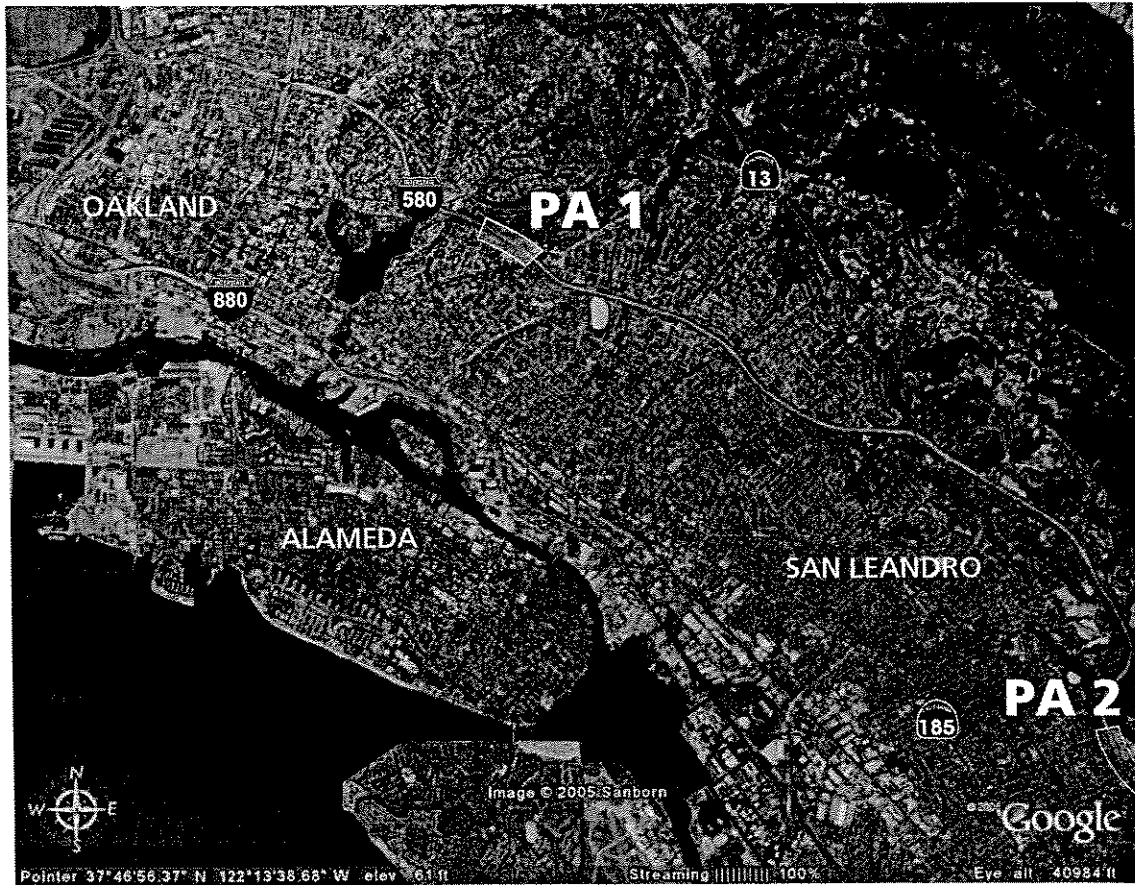
**Project Manager: Matt Todd**

**Co-Sponsor: Oakland, San Leandro**

**Contact: Ade Oluwasogo, Keith Gooden**



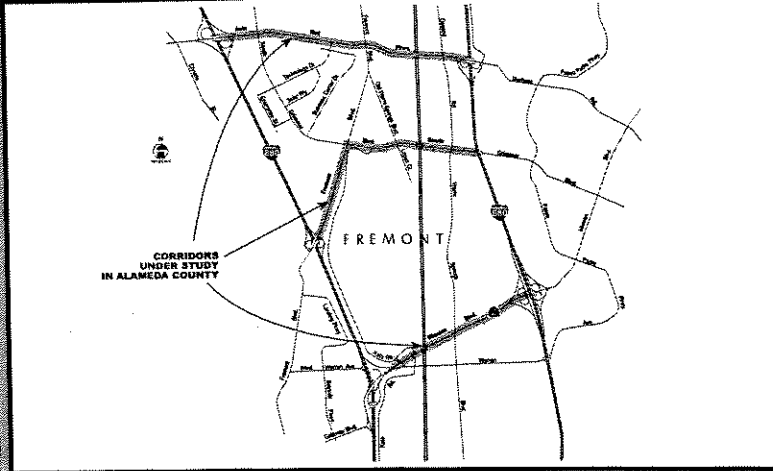
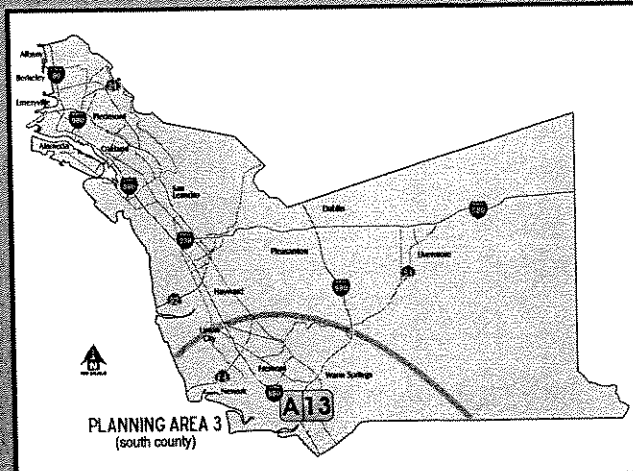
## A-12: Misc. Soundwalls Construction



Study area: NB I-880 @ 29th Ave.



# A-13: I-680/880 Cross Connector PSR



## Project Status

The Alameda County Transportation Improvement Authority (ACTIA) funded a study jointly with the Santa Clara County Valley Transportation Authority (VTA) which identified three corridors in Alameda County that was approved in mid 2005. The ACCMA has agreed to be the project sponsor for the next phase of project development for alternatives along Fremont Grimmer Corridor as described in the study.

## Project Need/Description

The project involves developing a cross connector between I-680 and I-880 in southern Alameda County along a corridor consisting of Fremont Boulevard and Grimmer Boulevard. An at grade and an elevated facility will be further evaluated in the Project Study Report (PSR) phase of the project. The ACCMA proposes to build upon recent efforts to prepare the I-680/I-880 Cross Connector Study - Final Report dated May 2005 in order to complete the PSR stage of project development.

### Funding Estimates

Fund Source	FY	Amount
ACTIA		\$750,000
Total:		\$750,000

### Cost Estimates

Description	Amount
PSR	\$750,000
Total: \$750,000	

### Project Schedule

Phase Description	Begin	End	07	05	06	07	08	09
PSR	1/07	5/07						



Project Sponsor: ACCMA

Co-Sponsor: Caltrans, SCVTA, ACTA

Project Manager: Mat Todd

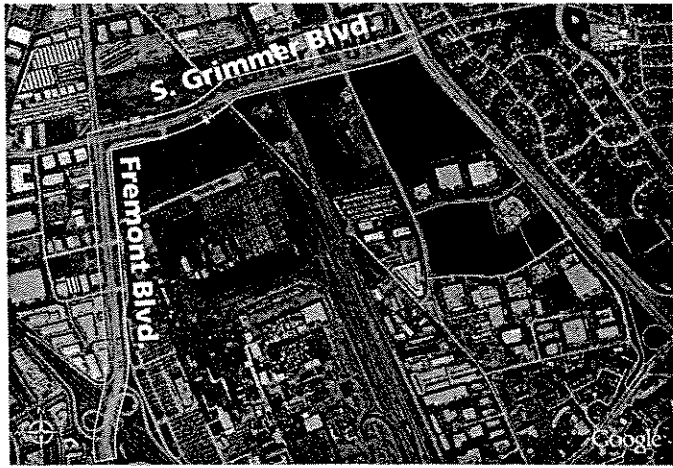
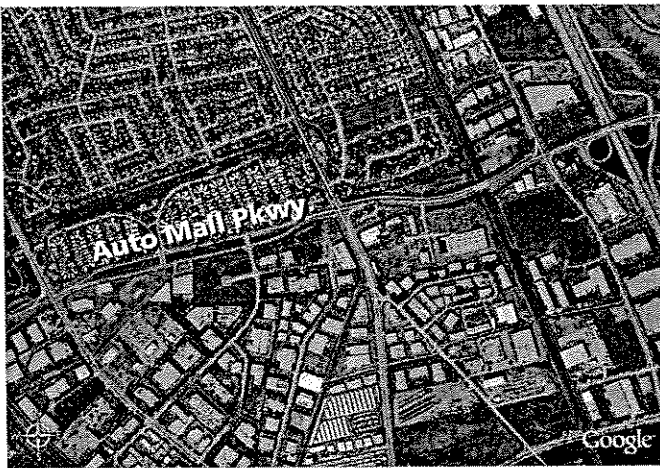
Contact: Emily Landin-Lowe; John Ristow; Arthur Dao



A-13: I-680/880 Cross Connector PSR



Study Area



CMA Study Corridor

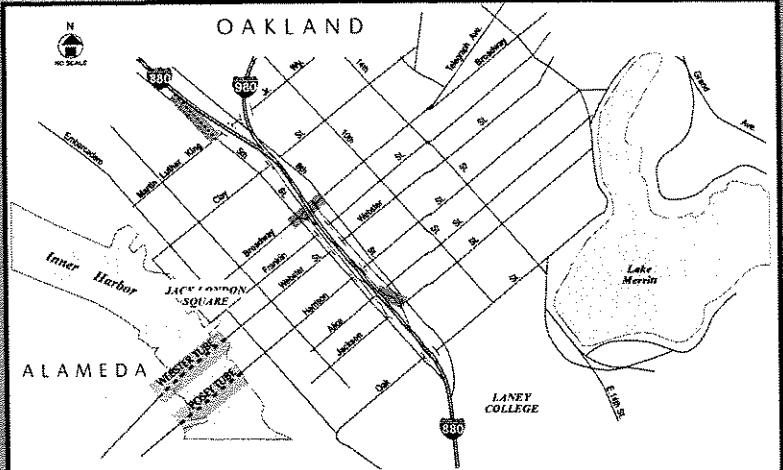
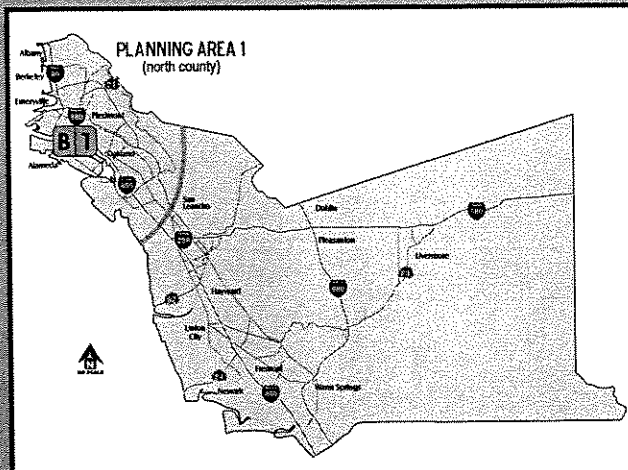


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# Other Projects Group 2



# B-1: I-880/Broadway-Jackson Interchange



## Project Status

Caltrans prepared a PSR/PR and obtained environmental approval for a number of improvements. The cities of Alameda and Oakland are undertaking an additional feasibility study to identify alternate and/or additional improvements. The feasibility study started in 2004 and is expected to be complete in early 2006. A number of stakeholders working group meetings were held. A conceptual solution that includes a number of independent elements acceptable to the stakeholders is being finalized.

## Project Need/Description

The City of Alameda is pursuing improved connection between I-880 and the Webster-Posey tubes. Caltrans has previously identified improvements. The City is evaluating additional/alternative project elements including: modification of 5th Street to provide better connection between the Posey Tube and I-880, re-configuring of 6th Street, relocation of the I-880 NB Broadway off-ramps, new I-880 SB off ramp at Martin Luther King Way, elimination of the Jackson St/Broadway braided ramp and ITS improvements etc.

## Funding Estimates

Fund Source	FY	Amount
ACTIA	05/06	\$7,320,000
STIP-RIP	04/05	\$6,200,000*
STIP (future)	TBD	\$17,200,000
Total:		\$30,720,000

\* \$3.6M had been expanded by the Caltrans PA/ED work

## Cost Estimates-to be developed upon completing of scoping study

Description	Amount

## Project Schedule

Phase Description	Begin	End	03	04	05	06
Scope	1/03	3/06				
PE/Environmental	TBD					
Design	TBD					
Right-of-Way	TBD					
Construction	TBD					



Project Sponsor: City of Alameda

Co-Sponsor: City of Oakland,  
ACTIA, Caltrans

Project Manager: Barbara Hawkins

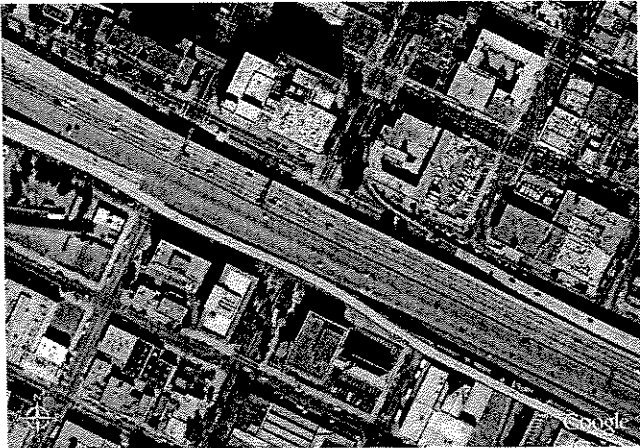
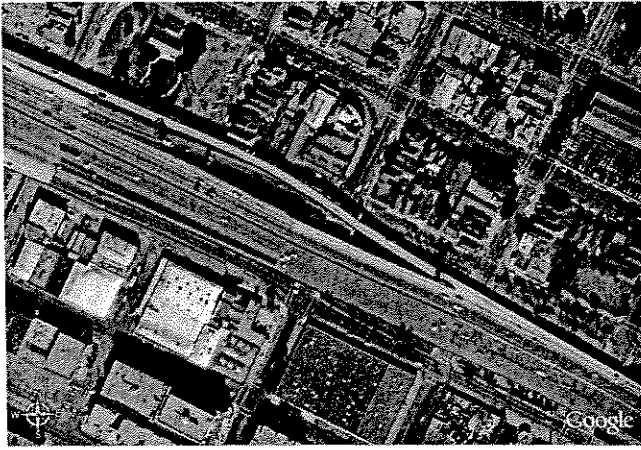
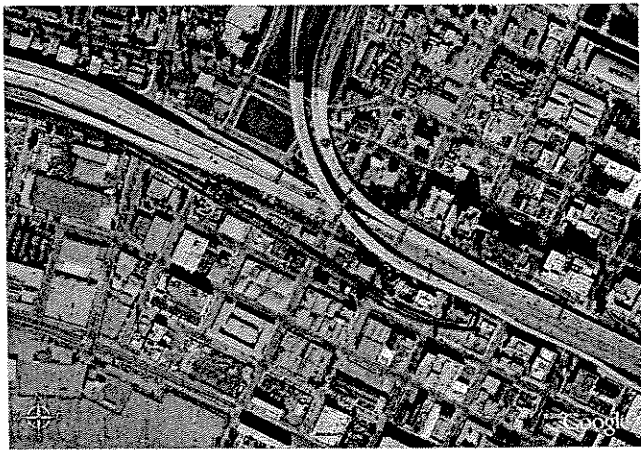
Contact: Natalie Fay, Arthur Dao, Stan Gee



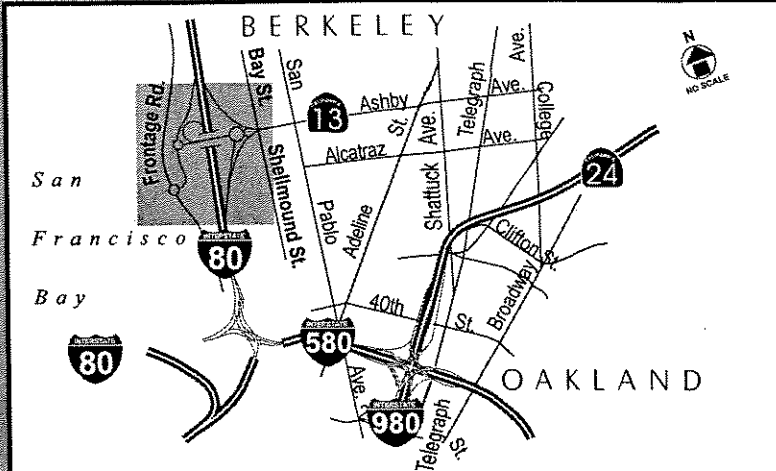
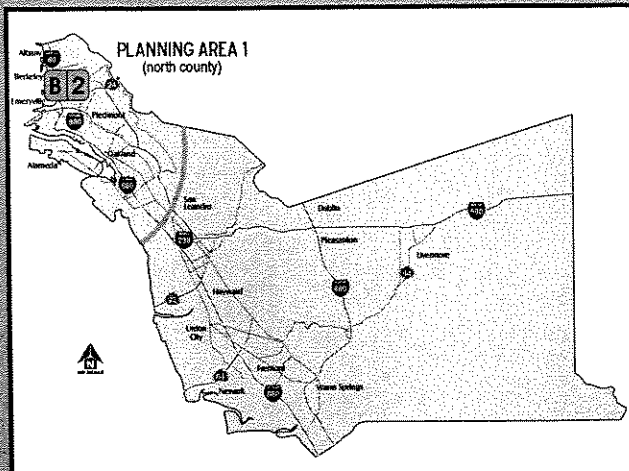
B-1: I-880/Broadway-Jackson Interchange



Proposed Study Area



# B-2: I-80/Ashby-Shellmound Interchange



## Project Status

A consultant is currently preparing a supplemental PSR that identifies a roundabout alternative. When the PSR is completed in mid 2006, an environmental document/Project Report will be prepared if funding is available.

## Project Need/Description

The project will provide congestion relieve for local roadways by modifying the I-80/Ashby-Shellmound Interchange and the local roadway network in the area. Caltrans had previously approved a PSR but the City of Emeryville would want to explore additional alternatives. The current roundabout alternative will modify freeway ramps and reconfigure the local roadway network by utilizing roundabouts. There will also be a Class 1 Bicycle-Pedestrian path that connects the Shellmound area to the Shoreline.

## Funding Estimates

Fund Source	FY	Amount
The project will be funded with a combination of State and Local funds; split to be determined.		

## Cost Estimates

Description	Amount
Supplemental PSR	\$250,000
PAYED	\$520,000
PS&E	\$2,400,000
Construction Admin	\$2,400,000
Construction (24 months)	\$24,000,000
<b>Total:</b>	<b>\$29,570,000</b>

Estimated Construction cost includes Right-of-Way contingency of \$1 million.

## Project Schedule

Phase Description	Begin	End	05	06	07	08	09	10
Supplemental PSR	2/05	4/06						
PAYED*	5/05	4/07						
PS&E*	1/07	1/08						
Construction Admin*	7/08	7/10						
Construction (24 months)*	7/08	7/10						

\* assumes that funding is available



**Project Sponsor: City of Emeryville**

Project Manager: Hank Van Dyke

**Co-Sponsor: Caltrans**

Contact: Cheryl Nevares

## B-2: I-80/Ashby-Shellmound Interchange

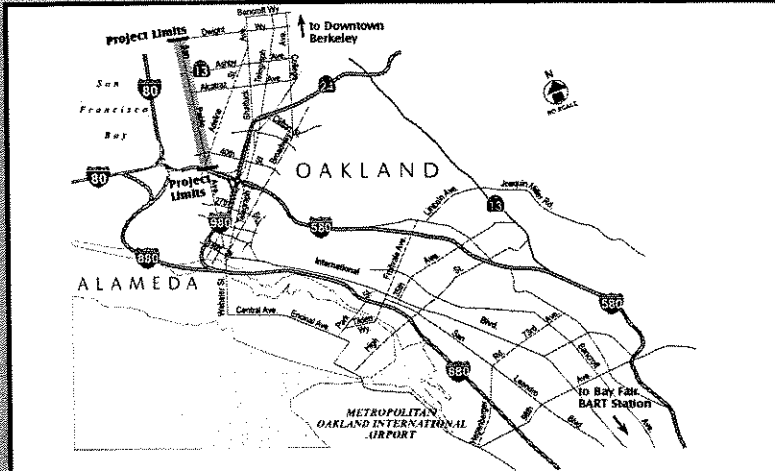
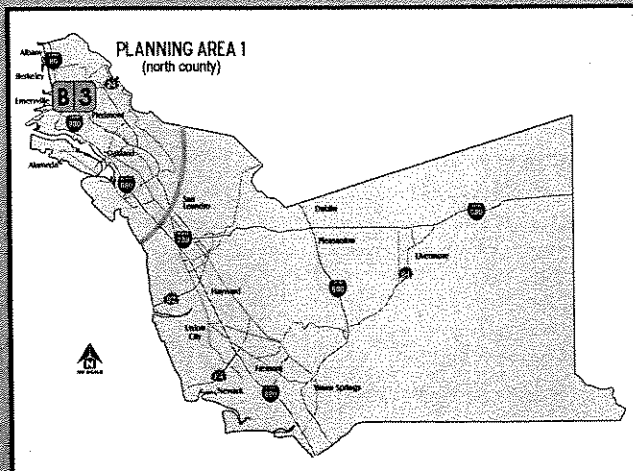


Proposed Study Area





# B-3: San Pablo Roadway Rehab



## Project Status

The project is currently under construction and is expected to be completed in fall 2006.

## Project Need/Description

The project provides for the rehabilitation of San Pablo Avenue (SR 123) from Route 580 to the Contra Costa County line. Work includes pavement rehabilitation, sidewalk repair, ADA upgrade, and signal modifications. Traffic cameras installed as part of the SMART corridor project managed by the CMA was also funded by and considered as part of this project.

## Funding Estimates

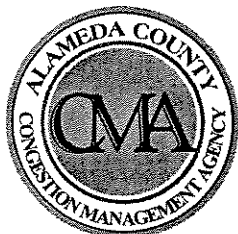
Fund Source	FY	Amount
SHOPP	03/04	\$9,100,000
Total:		\$9,100,000

## Cost Estimates

Description	Amount
Construction	\$7,700,000
Total: \$7,700,000	

## Project Schedule

Phase Description	Begin	End	04	05	06	07	08	09
Construction	12/04	10/06						



**Project Sponsor: Caltrans**

**Project Manager: Cheryl Nevares**



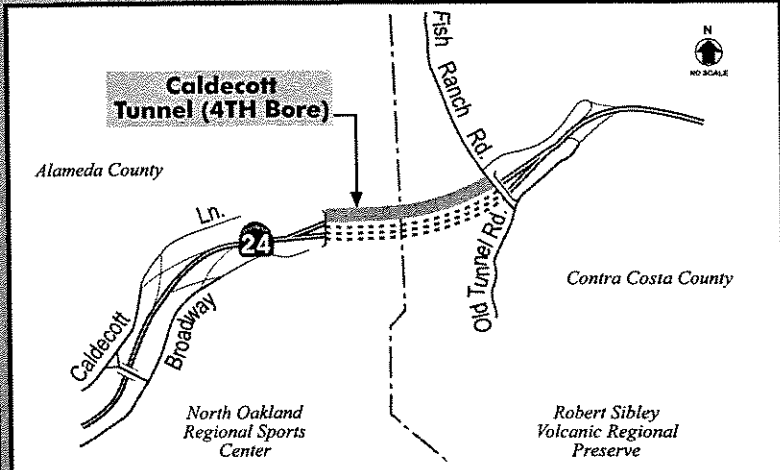
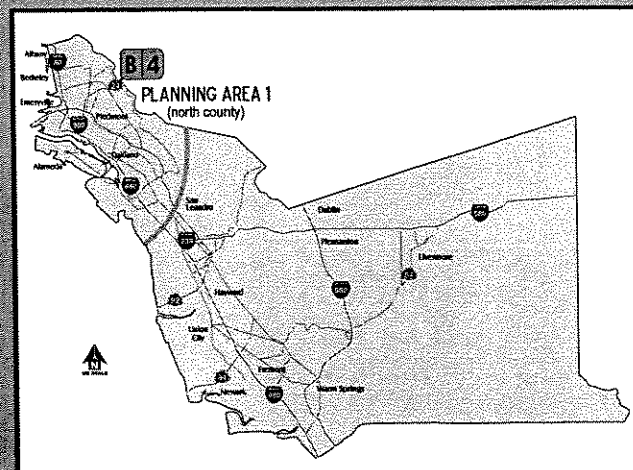
B-3: San Pablo Roadway Rehab



Proposed Project Area



# B-4: Caldecott Improvement Project (4th Bore)



## Project Status

Tunnel geotechnical investigation and preliminary design, as well as cost estimates for the 2- and 3-lane alternatives have been completed. Several technical studies to support the Draft Project Report (DPR) and Draft Environmental Document (DED) have been completed and refinements are being made to some studies in preparation of the release of the DED in May 2006.

## Project Need/Description

Construct a fourth bore with two traffic lanes to match the through-lane capacity on both sides of the tunnel, and thereby significantly reduce delays and improve the predictability of travel in the non-peak direction. Final project will be subject to compliance with the California Environmental Quality Act (CEQA).

## Funding Estimates

Fund Source	FY	Amount
TCRP		\$20,000,000
IIP		\$18,000,000
RM2		\$50,000,000
RIP		\$31,000,000
Measure J		\$125,000,000
SAFETEA		\$1,600,000
TBD		\$144,400,000
<b>Total:</b>		<b>\$390,000,000</b>

## Cost Estimates (for a 2-lane tunnel)

Description	Amount
Environmental/PA&D	\$18,000,000
PS&E	\$23,000,000*
Right-of-Way	\$1,000,000
Construction/Operating	\$346,000,000
<b>Total: \$390,000,000</b>	

\* this estimate to be confirmed based on a bottoms-up approach, to be finalized by mid-February

## Project Schedule

Phase Description	Begin	End	02	03	04	05	06	07	08	09	10	11	12
Environmental/PA&D	12/02	11/06											
PS&E	1/06	12/08											
Right-of-Way	1/07	12/08											
Construction/Operating	1/09	12/12											



**Project Sponsor: Caltrans**

**Project Manager: Cristina Ferraz**

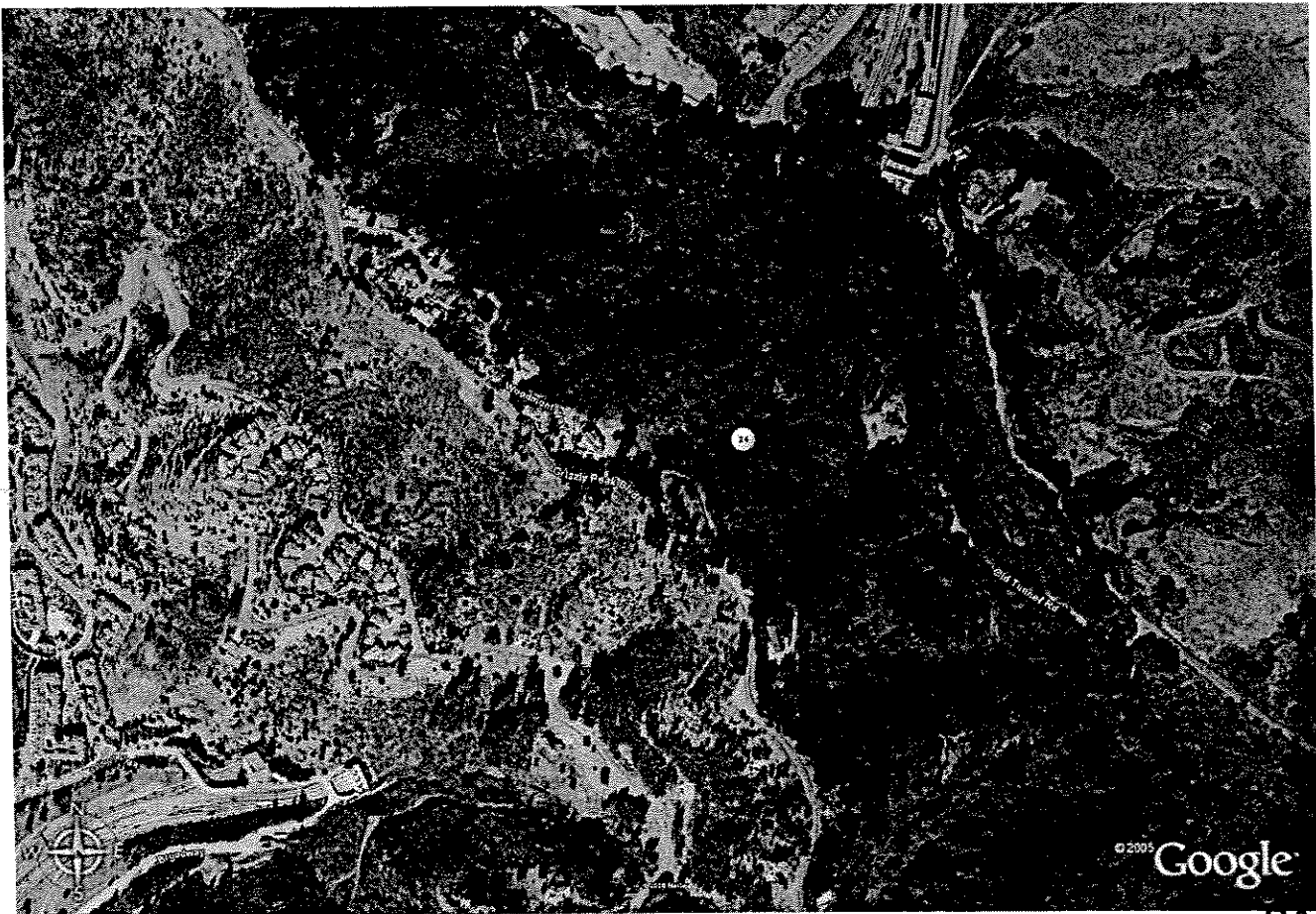
**Co-Sponsor: CCTA**

**Contact: Paul Maxwell (925) 407-0128**

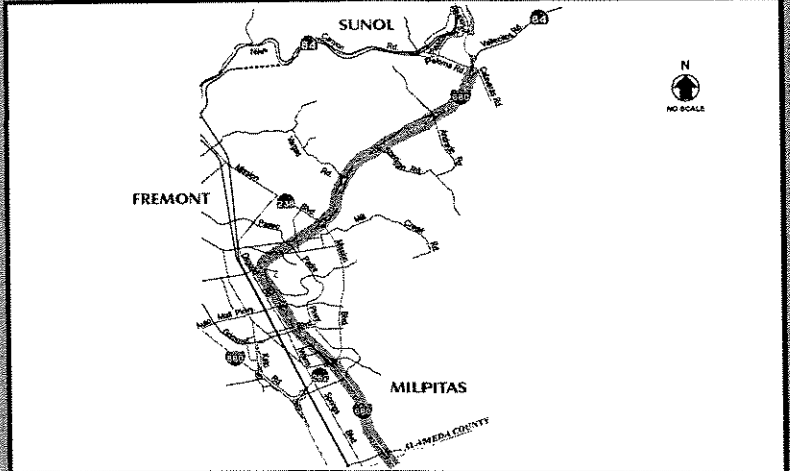
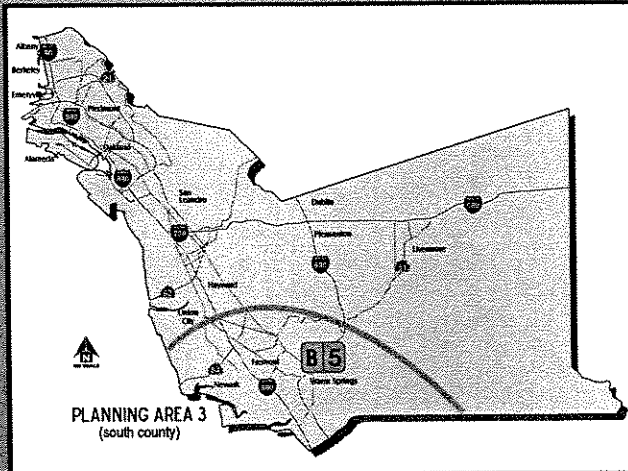
**B-4: Caldecott Improvement Project (4th Bore)**



**Proposed Study Area**





**B-5: I-680 NB****Project Status**

Caltrans completed the project report and environmental document (ND/FONSI) in June 2005 and a Notice of Determination (NOD) was filed in November 2005. The City of Pleasanton filed a lawsuit contesting the adequacy of the approved environmental document. In particular, it claimed that the document did not fully address potential traffic impacts of the project.

**Project Need/Description**

The project proposes the construction of a High Occupancy Vehicle (HOV) lane from Route 237 to Route 84, auxiliary lanes, and installation of ramp metering. This is expected to reduce traffic congestion along northbound I-680 from Route 237 in Milpitas to Stoneridge Drive Interchange in Pleasanton. The project will be constructed in phases. Phase 1 of the project will construct a HOV with limited shoulders. The full project will provide for a 4-ft buffer for the HOV lanes and full standard shoulders.

**Funding Estimates**

Fund Source	FY	Amount
STIP (ITP)		\$33,020,000
RIP		\$50,000,000
TCRP		\$2,000,000
ACTIA		\$17,500,000
Total:		\$102,520,000

**Cost Estimates**

Description	Amount
PE/Environmental	\$4,000,000
Design	\$6,000,000
ROW	\$500,000
Construction	92,020,000
Total: \$102,520,000	

**Project Schedule**

Phase Description	Begin	End	04	05	06	07	08	09	10	11	12
Environmental	2004	11/05									
Design	7/07	11/09									
ROW	8/08	7/09									
Construction	2010	2012									

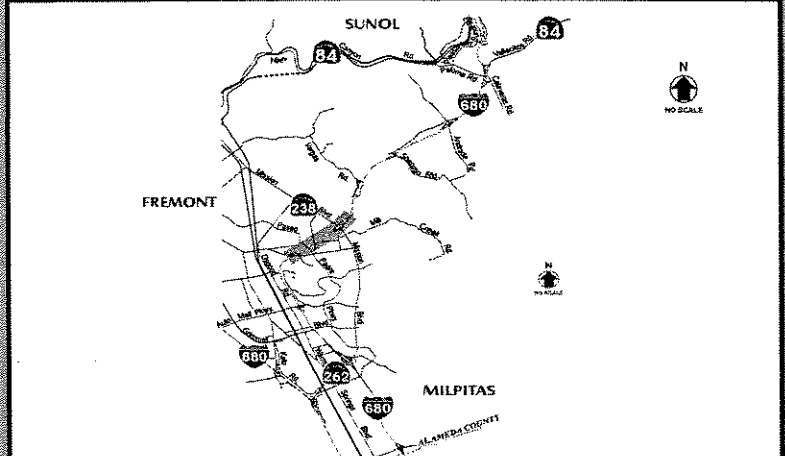
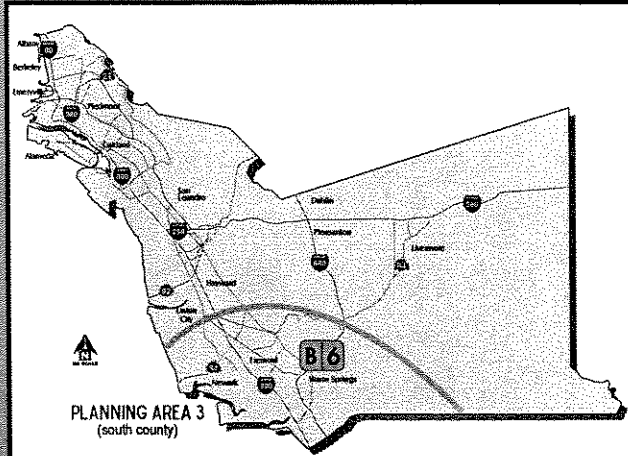
**Project Sponsor: Caltrans****Project Manager:** Emily Landin-Lowe**Co-Sponsor: SCVTA, ACTIA****Contact:** John Ristow, Arthur Dao

B-5: I-680 NB



Proposed Study Area

# B-6: Fremont Grade Separation



## Project Status

The project design was completed. Demolition of existing buildings was completed and the contractor is focusing on grading and drainage work. Utility relocation work is also ongoing.

## Project Need/Description

The project will elevate Washington Boulevard over the existing UPRR and proposed BART tracks and depress Paseo Padre Parkway under the existing UPRR and proposed BART tracks. Approximately 1.5 miles of railroad track will be relocated to facilitate the project. The project will enable the proposed BART extension to operate at-grade and avoid any disruption to traffic through the area.

## Funding Estimates

Fund Source	FY	Amount
RTIP		\$8,441,000
Fremont Local (TIF, ROA, Gas Tax)		\$37,697,000
CMA TIP		\$1,745,000
ACTA Measure B		\$15,000,000
RM2		\$10,000,000
<b>Total:</b>		<b>\$72,883,000</b>

## Cost Estimates

Description	Amount
ENV/PA&ED	\$730,000
PS&E	\$7,501,000
ROW	\$23,500,000
Construction	\$41,152,000
<b>Total: \$72,883,000</b>	

## Project Schedule

Phase Description	Begin	End	00	01	02	03	04	05	06	07	08	09
PE/ED	2/00	4/01										
Design	8/02	12/05										
ROW	6/02	6/06										
Construction	7/05	4/09										



FY 05/06 2<sup>nd</sup> Quarter

**Project Sponsor: City of Fremont**

Project Manager: Jim Pierson

**Co-Sponsor: ACTA**

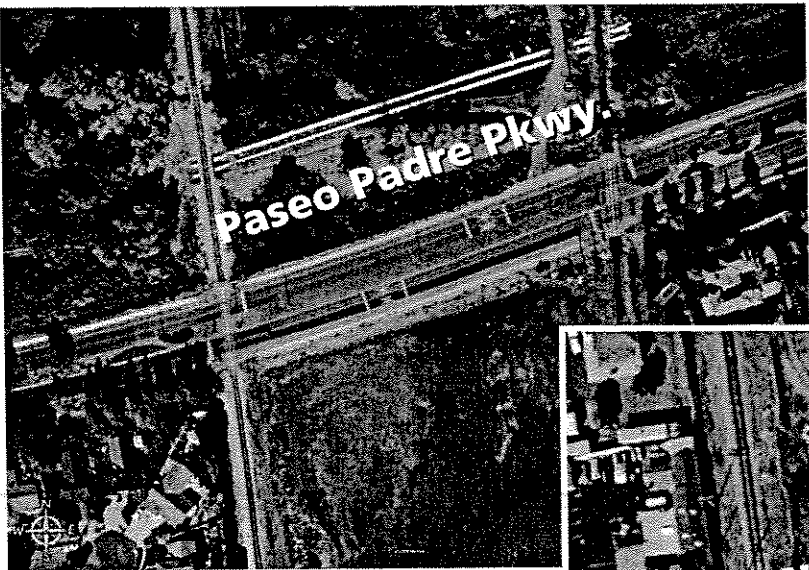
Contact: Arthur Dao



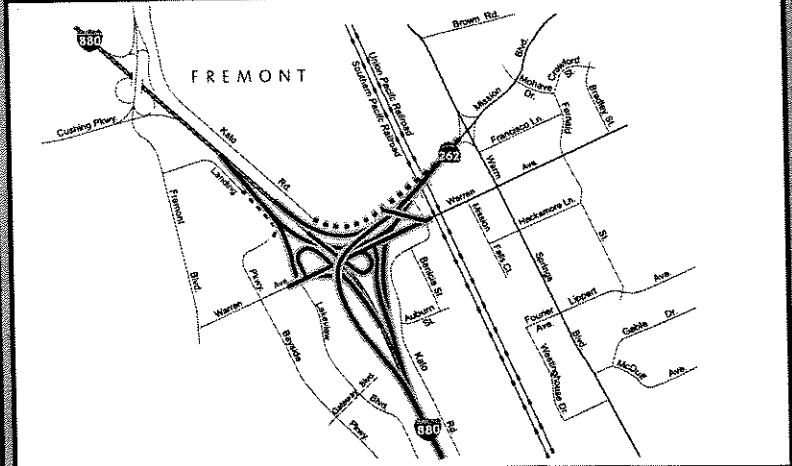
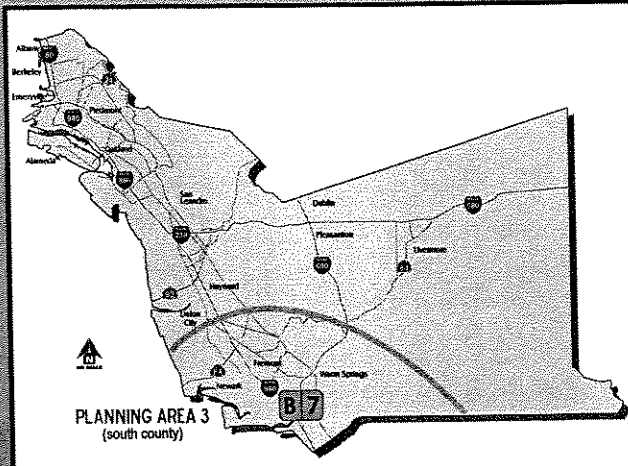
B-6: Fremont Grade Separation



Proposed Study Area



# B-7: I-880 Mission Interchange



## Project Status

Construction for the interchange phase of the project (Phase 1A) has begun. Preliminary engineering for Phase 1B (Mission Boulevard railroad bridges and Kato Road ramps) is underway. Full funding for Phase 1B construction is not currently available. Coordination with Santa Clara Valley Transportation Authority (BART to San Jose) and Fremont (to define an acceptable UPRR alternative) is ongoing. Phase 2 of the project will include the railroad grade separation at Warren Avenue. Phase 2 has separate environmental clearance through a Statutory Exemption.

## Project Need/Description

The project will reconstruct the Route 262/I-880 Interchange, widen I-880 from south of Fremont Boulevard to Dixon Landing Road, and re-stripe I-880 between Dixon Landing Road and Route 237 (in Santa Clara County).

## Funding Estimates\*

Fund Source	FY	Amount
ACTA Measure B	05/06	\$7,800,000
City of Fremont Local	05/06	\$22,800,000
SHOPP	05/06	\$6,190,000
STIP	05/06	\$63,850,000
TEA 21	05/06	\$7,040,000
Pre-ISTEA	05/06	\$3,200,000
Total:		\$110,900,000

\* For Phase 1A only, Funding for Phases 1B and 2B TBD

## Cost Estimates

Description	Amount
Environmental Clearance	\$1,600,000
Design	\$13,570,000
Right-of-Way	\$36,000,000
Construction 1A	\$72,000,000
Construction 1B	\$43,000,000
Total: \$166,170,000	

## Project Schedule

Phase 1A	Begin	End	98	99	00	01	02	03	04	05	06	07	08
Environmental Clearance	1/98	1/02											
Design	1/01	6/03											
Right-of-Way	6/03	12/04											
Construction	4/05	12/08											
Phase 1B and 2	Begin	End	98	99	00	01	02	03	04	05	06	07	08
Environmental Clearance	1/98	1/02											
Design		TBD											
Right-of-Way		TBD											
Construction		TBD											



Project Sponsor: Caltrans

Project Manager: Emily Landin-Lowe

Co-Sponsor: SCVTA, ACTIA

Contact: John Ristow, Arthur Dao



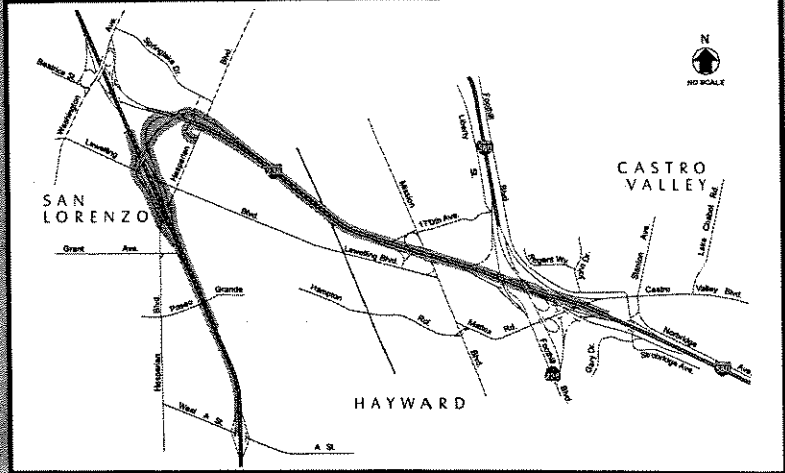
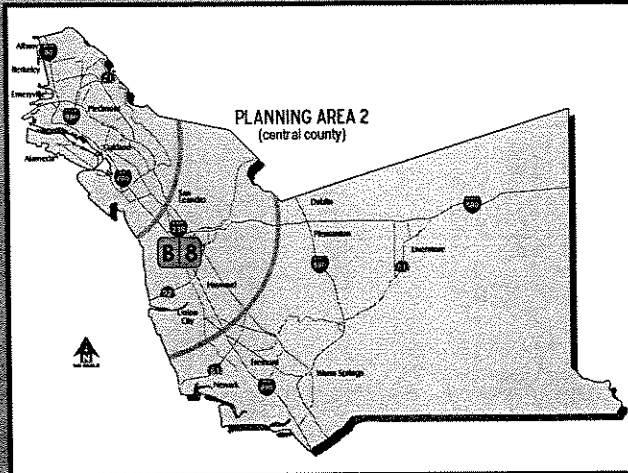
B-7: I-880 Mission Interchange



Proposed Study Area



# B-8: I-238 Widening



## Project Status

Design is complete. Construction advertisement is scheduled for February 20, 2006 and construction will begin in summer 2006.

## Project Need/Description

The project will widen I-238 between I-580 and I-880 from four to six lanes and will add auxiliary lanes between local access interchanges on I-238, on northbound I-880 from Hacienda to I-238, and on southbound I-880 from I-238 to A St. The project will also reconstruct and widen the northbound I-880 to southbound I-238 connector to two lanes.

## Funding Estimates

Fund Source	FY	Amount
ACTA Measure B		\$85,288,000
STIP		\$6,896,000
SHOPP		\$19,116,000
STP/CMAQ		\$17,500,000
SAFETEA-LU		\$800,000
<b>Total:</b>		<b>\$129,600,000</b>

## Cost Estimates

Description	Amount
Prelim Engr/Env	\$3,000,000
Design	\$13,000,000
Right-of-Way	\$2,000,000
Construction & Construction Support	\$111,600,000
Total: \$129,600,000	

## Project Schedule

Phase Description	Begin	End	98	99	00	01	02	03	04	05	06	07	08	09	10
Prelim Engr/Env	2/98	4/04													
Design	2/02	2/06													
Right-of-Way	4/04	2/06													
Construction & Construction Support	6/06	6/10													



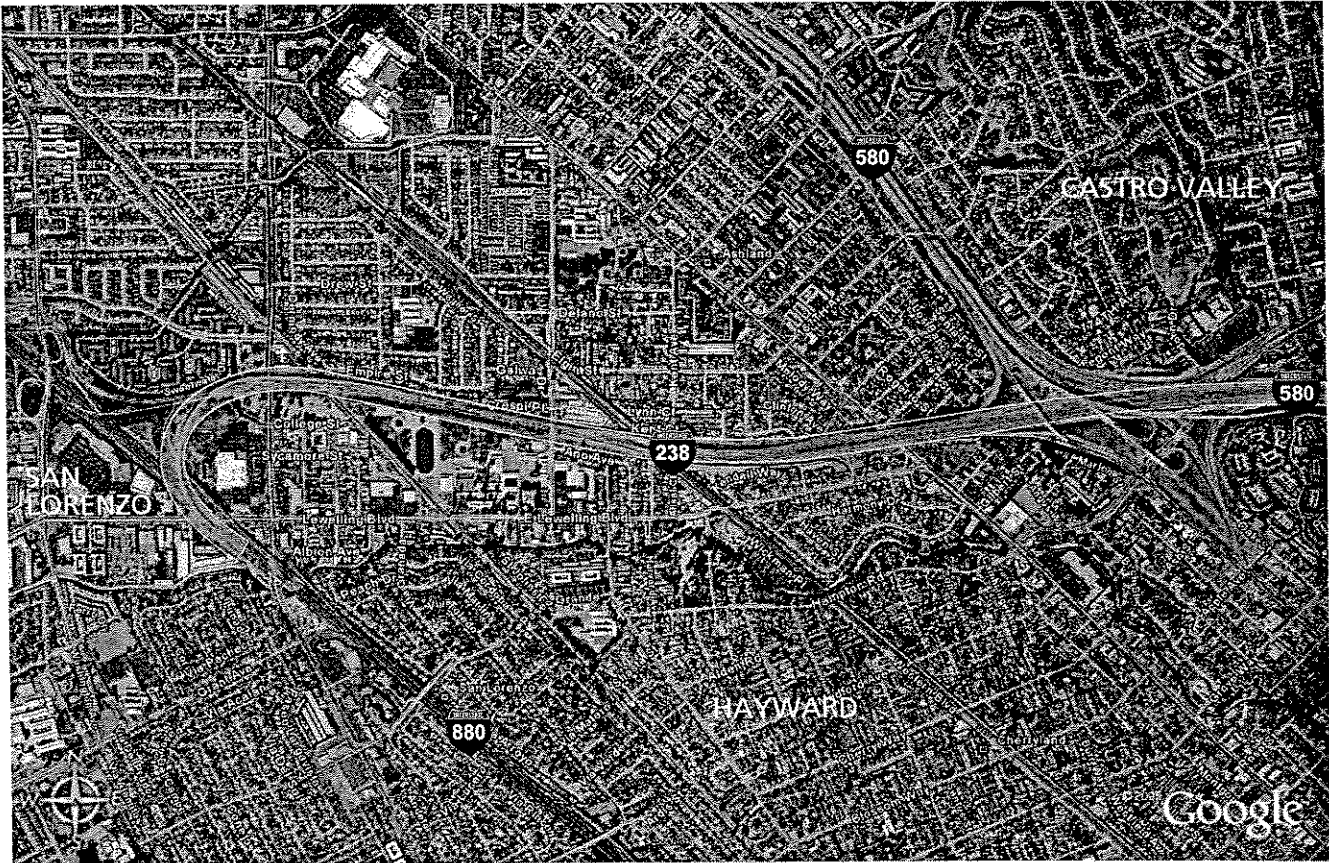
**Project Sponsor: ACTIA**

Project Manager: Arthur Dao

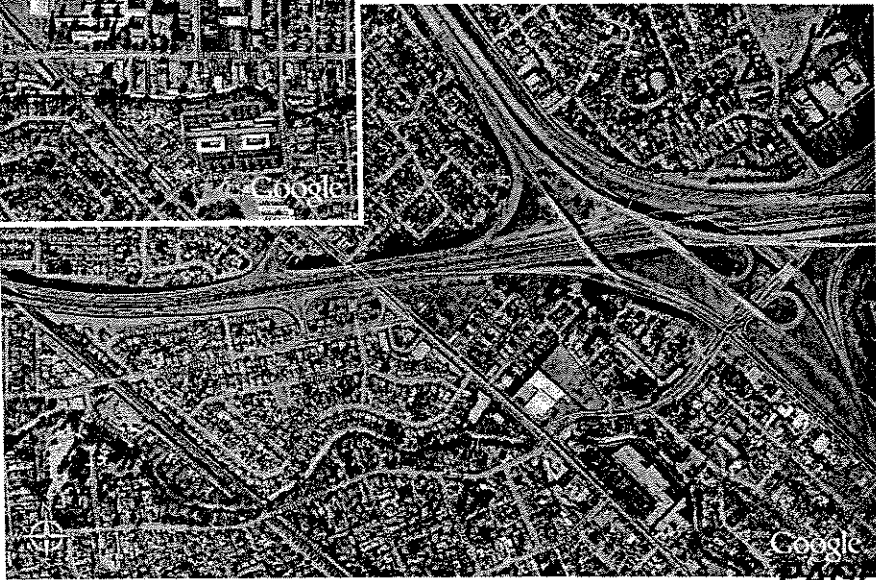
**Co-Sponsor: Caltrans**

Contact: Rubin Woo

B-8: I-238 Widening

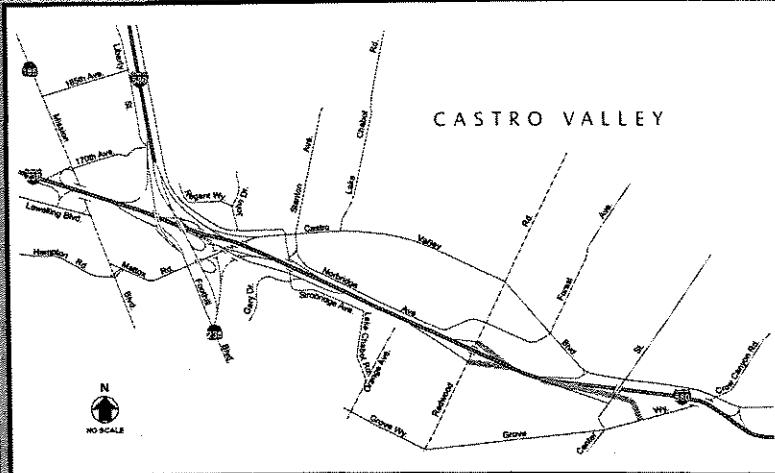
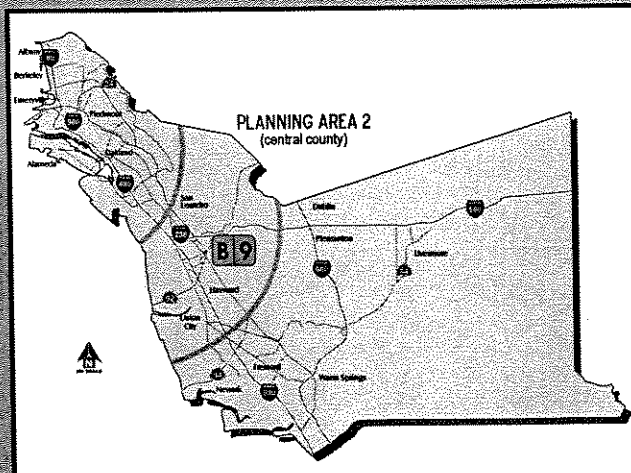


Proposed Study Area





# B-9: I-580/Castro Valley Interchange



## Project Status

Project Study Report was approved by Caltrans in January 2005. Environmental clearance is underway and the draft IS/EA is expected to be circulated in February 2006. Risk design is being undertaken concurrent with the preparation of the environmental document.

## Project Need/Description

The project proposes several ramp improvements including, a new westbound off-ramp from I-580 to Redwood Road and a new eastbound on-ramp from Redwood Road to I-580. The existing eastbound I-580 off-ramp to Center Street will be replaced by a new eastbound off-ramp to Grove Way and the existing westbound on-ramp from Castro Valley Blvd. to I-580 will be removed.

## Funding Estimates

Fund Source	FY	Amount
ACTIA Measure B	Multiple	\$11,260,000
ACTA Measure B	Multiple	\$15,000,000
SAFE TEA-LU	07/08	\$960,000
Local	07/08	\$1,700,000
<b>Total:</b>		<b>\$28,920,000</b>

## Cost Estimates

Description	Amount
Environmental	\$1,310,000
Design	\$2,100,000
Right-of-Way	\$8,535,000
Construction	\$17,000,000
<b>Total: \$28,945,000</b>	

## Project Schedule

Phase Description	Begin	End	04	05	06	07	08	09
Environmental	6/04	7/06						
Design	6/05	1/07						
Right-of-Way	7/05	12/07						
Construction	3/08	12/09						



**Project Sponsor: Alameda County**

**Project Manager: Art Carrera**

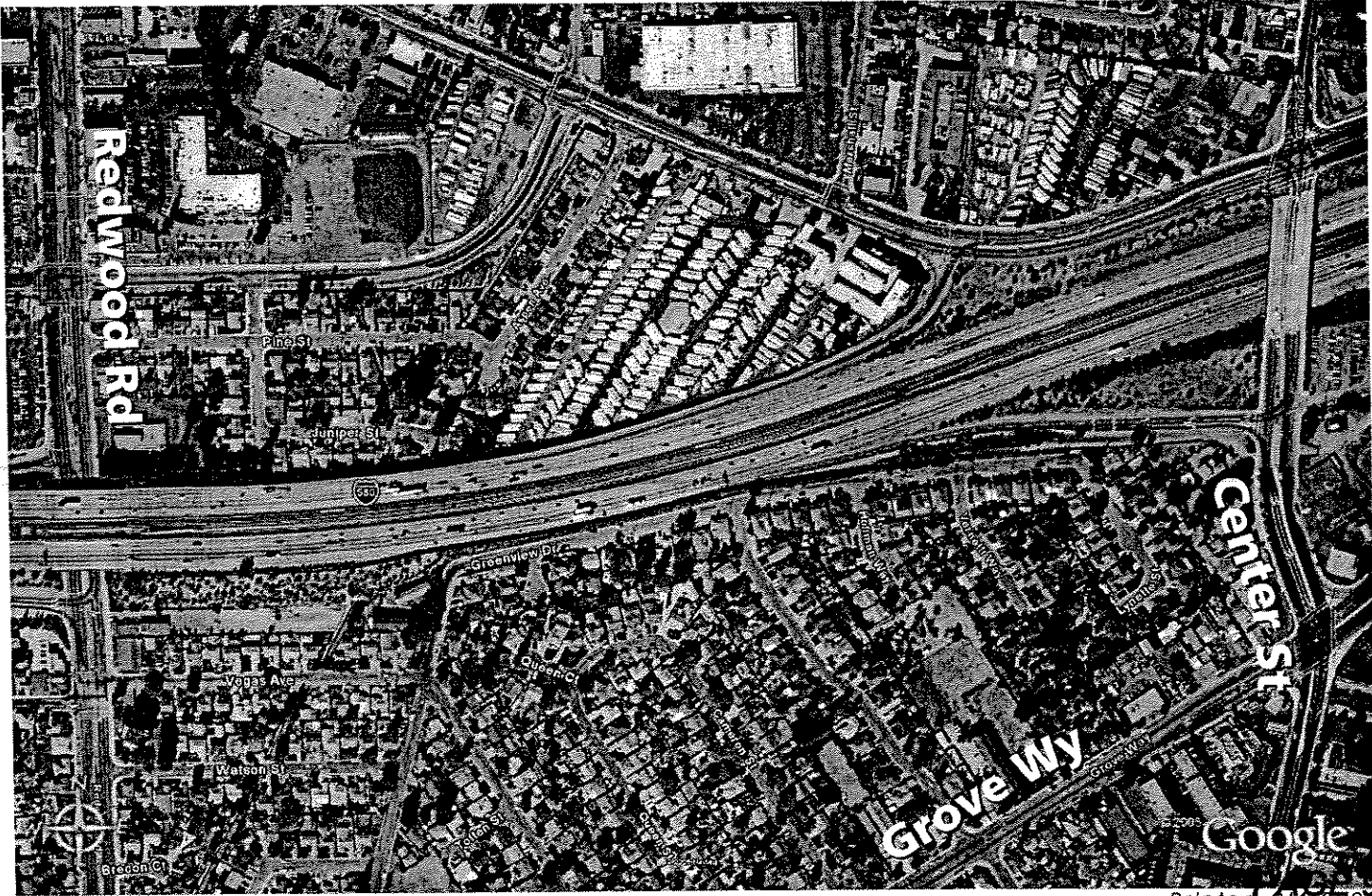
**Co-Sponsor: ACTIA**

**Contact: Arthur Dao**

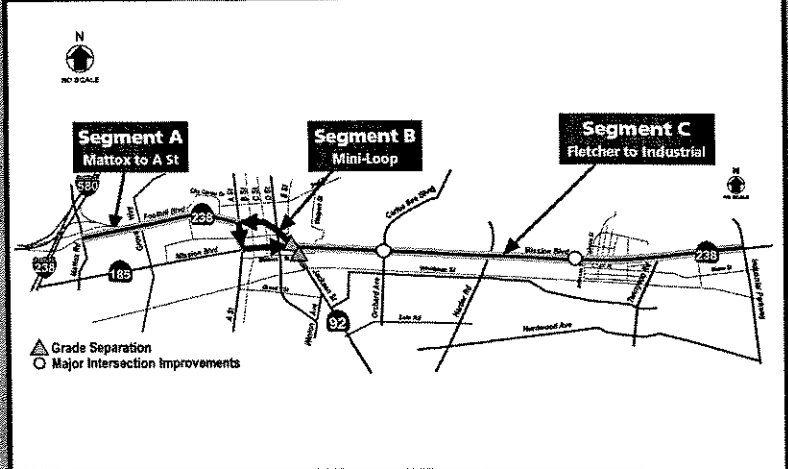
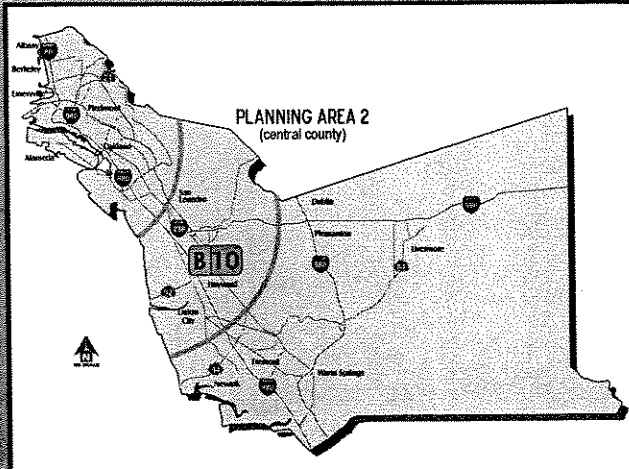
B-9: I-580/Castro Valley Interchange



Proposed Study Area



# B-10: Rte 238 Corridor Improvements



## Project Status

The City of Hayward has initiated the environmental process for the project. The Notice of Preparation for the Environmental Impact for the Route 238 Corridor Improvement Project was issued on November 21, 2005 and the comment period on the project will close on January 2, 2006. Environmental studies are commencing.

## Project Need/Description

The project is intended to improve traffic conditions along Foothill and Mission Boulevards between I-580 and Industrial Parkway and provide some of the congestion relief benefits that were previously proposed by the Hayward Bypass project. The project includes:

**Segment A:** 3 lanes plus 4<sup>th</sup> parking/peak hour thru lane in each direction on Mission Blvd.

**Segment B:** 6 lanes one-way northbound on Foothill Blvd., 5 lanes one-way westbound on A St. and 5 lanes one-way southbound on Mission Blvd.

**Segment C:** 2 lanes plus 3<sup>rd</sup> parking/peak hour thru lane in each direction, widen intersection at Mission Blvd./Carlos Bee and provide left turn lane from southbound Mission Blvd. to Moreau High School driveway.

## Funding Estimates

Fund Source	FY	Amount
ACTA Measure B		\$80,000,000
Local Funds		\$11,500,000
<b>Total:</b>		<b>\$91,500,000</b>

## Cost Estimates

Description	Amount
Scoping	\$1,500,000
Environmental	\$1,500,000
Design	\$8,000,000
ROW Support & Capital	\$12,500,000
Construction & Construction Support	\$68,000,000
Total: \$91,500,000	

## Project Schedule

Phase Description	Begin	End	03	04	05	06	07	08	09	10	11
Scoping	1/03	6/06									
Environmental	11/05	5/07									
Design	10/06	7/08									
ROW Support & Capital	10/06	10/08									
Construction & Construction Support	3/09	10/11									



**Project Sponsor: City of Hayward**

**Project Manager: Bob Bauman**

**Co-Sponsor: ACTA**

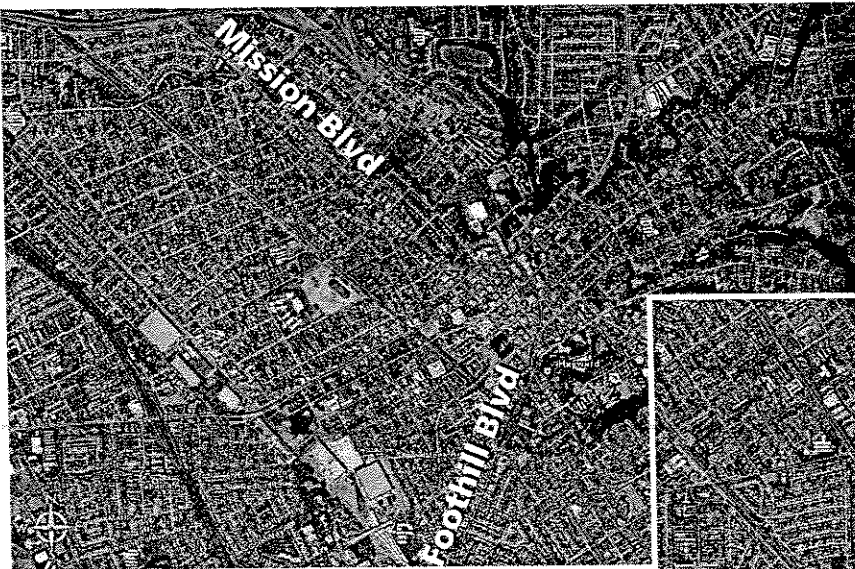
**Contact: Arthur Dao**



## B-10: Rte 238 Corridor Improvements



Proposed Study Area





# Glossary of Acronyms and Definitions

## A

ABAG	Association of Bay Area Governments
ACCMA	Alameda County Congestion Management Agency
AC	Advance Construction
ACE	Altamont Commuter Express
ACTA	Alameda County Transportation Authority
ACTIA	Alameda County Transportation Improvement Authority
AC Transit	Alameda Contra Costa Transit District
ADA	Americans with Disabilities Act
at grade crossing	Crossing of travel paths which intersects at the same grade (elevation), thereby permitting only one direction of travel through the crossing at a time.

auxiliary lane      An additional travel lane built for a specific travel movement, such as a merge or a turn, rather than a general road widening.

## B

BAAQMD	Bay Area Air Quality Management District
BART	Bay Area Rapid Transit
BATA	Bay Area Toll Authority

## C

Capital Project	A construction project implemented and/or funded by CMA in whole or in part.
CCTV	Closed Circuit Television (camera)
CE	Categorical Exclusion (type of environmental clearance)
CEP	Capital Expenditure Program
CEQA	California Environmental Quality Act
CMA TIP	Alameda County Congestion Management Agency Transportation Improvement Program

CMA's	Congestion Management Agencies
CMAQ	Congestion Mitigation and Air Quality Improvement Program (federal fund source).
CMP	Congestion Management Program
CTC	California Transportation Commission
CWTP	Countywide Transportation Plan (prepared by CMA)

## D

DED	Draft Environmental Document
DEIR	Draft Environmental Impact Report
DEIS	Draft Environmental Impact Statement
DEMO	Federal Demonstration Funds
DPR	Draft Project Report

## E

ED	Environmental Document
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
EVP	Emergency Vehicle Pre-emption

## F

FEIR	Final Environmental Impact Report
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
FTA	Federal Transit Administration
FFY	Federal Fiscal Year (October 1 through Sept 30)
FY	Fiscal Year (July 1 through June 30)

# Glossary of Acronyms and Definitions

## G

Blank

## H

HIP Housing Incentive Program  
HOT High Occupancy/Toll Lane  
HOV High Occupancy Vehicle lane, used by buses and carpools.

## I

I/C or IC Interchange  
ISTEA Intermodal Surface Transportation Efficiency Act of 1991.  
ITIP Interregional Transportation Improvement Program  
IS/EA Initial Study/Environmental Assessment  
ITS Intelligent Transportation System

## J

Blank

## K

Blank

## L

LAVTA Livermore Amador Valley Transit Agency  
LOS Level of Service

## M

MND Mitigated Negative Declaration  
MPO Metropolitan Planning Organization  
MTC Metropolitan Transportation Commission.  
MTS Metropolitan Transportation System  
MVDS Microwave Vehicle Detection System

## N

ND Negative Declaration  
NEPA National Environmental Policy Act  
NOD Notice of Determination  
NTP Notice to Proceed

## O

O & M Operations & Management

## P

PA & ED Project Approval & Environmental Document  
PE Preliminary Engineering  
PEF Project Expenditure Forecast  
PES Preliminary Environmental Studies  
Prop 42 Proposition 42 passed by California voters earmarking certain revenues related to the sales of gasoline for transportation purposes.  
PS&E Plans Specifications and Estimates  
PSR Project Study Report  
PR Project Report  
PTA Public Transportation Account (State fund source)

## Q

Blank

# Glossary of Acronyms and Definitions

## R

RM1	Regional Measure 1 - A November 1988 ballot measure which raised specific bridge toll limits to fund specific bridge corridor improvements. The Bay Area Toll Authority administers these funds.
RM2	Regional Measure 2 - A March 2004 ballot measure which raised State-owned bridge toll limits to assist in funding transit operations and transportation projects/progress.
RFP	Request for Proposal
RIP	Regional Improvement Program of transportation funding programmed by the CTC in the STIP based on recommendations from the CMAs.
ROD	Record of Decision
ROW	Right-of-Way
Rte	Route
RTP	Regional Transportation Plan. MTC's twenty five-year plan for transportation projects for the nine-county Bay area.
RTIP	Regional Transportation Improvement Program. MTC's five-year program for the nine-county Bay Area.

## S

SAFETEA-LU	Safe, Accountable, Flexible Efficient Transportation Act: A Legacy for Users
SER	Systems Engineering Report
SCVTA / VTA	Santa Clara Valley Transportation Authority; also abbreviated as VTA.
SHA	State Highway Account. State funding source.
SHOPP	State Highway Operation and Protection Program – State funding source focused on correcting existing safety and operational issues.
SMART Corridor	A network of ITS field elements allowing for remote congestion management
SOV	Single-Occupant Vehicle
SPONSOR	Entity responsible for project development/delivery.
SR	State Route
SRTP	Short Range Transit Plan
STIP	Surface Transportation Improvement Program. The seven-year program of projects utilizing State funds.
STIP/FTA	Surface Transportation Improvement Program – Federal Transit Administration
STIP-TE	Surface Transportation Improvement Program – Transit Enhancement
STP	Surface Transportation Program. A federal fund source under ISTEA.

## T

TAC	Technical Advisory Committee
TBD	To be determined.
TCD	Transit Center Development
TCM	Transportation Control Measure
TCRP	Transportation Congestion Relief Program, a state source of funding.
TDA	Transportation Development Act
TE	Transportation Enhancements ( a type of STIP funding)
TEA	Transportation Enhancement Act- a federal fund source under ISTEA for projects that enhance the transportation experience.
TEA 21	Transportation Equity Act for 21st Century signed into law on June 9, 1998 and was intended to expire at the end of federal fiscal year 2003 (has been extended numerous times).
TFCA	Transportation Fund for Clean Air
TIF	Traffic Impact Fees
TIP	Transportation Improvement Program- MTC's three-year program of projects utilizing federal funds or subject to federal required actions.
TLC	Transportation for Livable Communities through MTC
TMC	Transportation or Traffic Management Center
TMP	Traffic Management Plan
TOS	Traffic Operations System

# Glossary of Acronyms and Definitions

## T

TOD	Transit-Oriented Development
TSP	Transit Signal Priority
TVTC	Tri-Valley Transportation Council

## U

utility relocation	The relocation of underground and overhead utility lines which would otherwise conflict with new roadway construction.
UPRR	Union Pacific Railroad.
U.S. DOT	United States Department of Transportation

## V

VID	Video Image Detection (camera)
VMT	Vehicle Miles Traveled
VPPP	Federal Highway Administration's Value Pricing Pilot Program

## W

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## X

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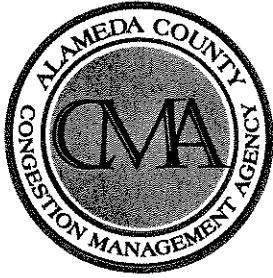
## Y

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## Z

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ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

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**Memorandum**

*February 13, 2006  
Agenda Item 3.8*

**Date:** February 3, 2006  
**To:** Plans and Programs Committee  
**From:** Beth Walukas, CMA Contract Consultant *[Signature]*  
**Subject:** Dynamic Ridesharing Pilot Project: Budget and Contract Amendment

**Action Requested**

The CMA received a grant from the Federal Highway Administration (FHWA) to implement a dynamic ridesharing pilot project. In Fall 2005, the Board approved a total consultant budget of \$178,700, consisting of \$142,960 in federal funds and a \$35,740 local match. RideNow was launched on November 15<sup>th</sup>, 2005. Because the Dynamic Ridesharing technology had never been tested before and at the request of our partner agencies, a limited version of the project was implemented. It has now been demonstrated that the Dynamic Ridesharing concept works. Forty-two participants have registered and made approximately 260 ridematch requests that resulted in 20 ridematches. Now wider marketing efforts are needed to increase participation and to demonstrate that the ridematching program could be applied at a regional level. It is recommended that the Board approve an additional \$30,000 to implement additional marketing and complete the Pilot Project. Funding is available from the federal grant; however a local match is required. It is recommended that the Board approve programming of \$24,000 in federal funds previously approved for CMA use by FHWA and \$6,000 in local match of which \$4,500 is from CMA TIP funds and \$1,500 is from in-kind staff time.

**Next Steps**

Continue pilot project through May 2006. Program additional funds. Present recommended second phase to CMA Board in June 2006.

**Discussion**

The CMA received a grant from the Federal Highway Administration (FHWA) to implement a dynamic ridesharing pilot project, which is called RideNow. The total grant funds for the Dynamic Ridesharing project are \$495,000 with a 20% local match required. Up to 25% of the local match can be paid through in-kind services.

The original contract approved by the CMA Board in July 2004 was for \$131,700. Consultants began work in September 2004. In 2005, the Board approved \$47,000 in additional consultant and other budget to install a street light in the City of Dublin to provide a safe place for taxi pick-



up, to allow for additional coordination with multiple agencies, to install a kiosk at the Dublin/Pleasanton BART station and to transition the call center operations to a new operator. This was done to address unexpected implementation issues and delays that were not anticipated in the original scope of work for the Pilot Project.

A scaled down version of the pilot project was launched on November 15, 2005. This was done because the technology had never been tested and a number of our partner agencies felt that a more limited pilot project should be launched initially to show that the concept could work. Since November 15, this has been shown to be the case. Forty-two participants have registered and attended an orientation session in early November and December 2005. There have been approximately 260 ridematch requests and 20 ridematches made. Now that it has been demonstrated that the dynamic ridesharing concept and technology works, the Task Force recommends that wider marketing efforts, as originally planned, be implemented to increase participation and to show that the ridematching program could be applied at a regional level.

To do this, additional budget is needed to plan and implement marketing efforts that would attract additional participants and result in a higher percentage of ridematches to ridematch requests. Additional marketing efforts include, but are not limited to, distributing flyers to BART riders at the Dublin-Pleasanton BART station, hosting a "Grand Opening" event and inviting the media and public officials and interested parties, and placing advertisements in the newspaper. It is requested that the Board approve an additional \$30,000 to implement this marketing effort and complete the Pilot Project. The total budget would be \$208,700 and breaks down as follows:

	Budget approved July 2004	Supplemental Budget approved 2005	Supplemental Budget requested 2006	Total Budget
Project Management	\$16,700	\$14,000 (1)	\$4,000	\$34,700
Nelson\Nygaard	\$115,000	\$33,000 (2)	\$26,000	\$174,000
Total	\$131,700	\$47,000	\$30,000 (3)	\$208,700
Notes:				
(1) \$14,000 includes \$5,000 for a street light on Scarlett Court.				
(2) \$33,000 includes \$7,800 for all call center operations, which will be operated by Parson Brinckerhoff and paid to MTC.				
(3) \$30,000 includes \$1,500 in in-kind staff services.				

Increasing the Phase 1 project budget would require \$24,000 from FHWA funds, which is available in the FHWA budget, in addition to a 20 percent local match of \$6,000 of which \$4,500 would come from CMA TIP funds and \$1,500 is from in-kind staff time.

## 2006 Mobility Monitor

### *Pull Out—Anywhere*

The CMA's directive is clear—manage congestion. The CMA is focused on delivering quality transportation projects and programs to Alameda County.

### *Front Page Article*

#### **HOW ARE WE DOING?**

Alameda County continues to be one of the most diverse counties in California—socially, economically, environmentally and culturally. Reflecting this diversity, each area of the county has different transportation needs, facilities and resources. The nature of the CMA requires that it, too, reflect and respond to such diversity by:

- Collaborating with many other jurisdictions and agencies;
- Dealing with the complexities of transportation funding; and
- Seeking consensus among Board members drawn from very different parts of the county with significantly different interests and concerns.

One part of the CMA's responsibilities is to monitor the county's transportation system—including interstate freeways, state highways, local arterial roads, transit services and bicycle and pedestrian facilities.

### *Sidebar—Near beginning of lead article*

Alameda County continues to dominate the Top 10 congested corridors in the nine-county Bay Area counties, claiming four of the top five spots—more than double the second most congested county, Santa Clara.

## **Freeways and Roads**

### **Congestion**

In 2004, congestion patterns changed. For the first time since 2001, overall congestion in Alameda County increased. This increase appears to reflect the general improvement of the Bay Area's economy. A close comparison between the 2004 and 2005 Top 10 Congested Corridors list shows some good and not so good movement in the ranks.

**Staying Put.** Consistent with several past years, I-80 continues to be the most congested corridor in Alameda County and the Bay Area region. Retaining its second place rank, morning travelers on WB I-580 from North Flynn to Airway experienced a 19 percent increase in traffic delay.

**Staying Relatively Put.** The afternoon commute on EB I-580 from Hopyard to west of El Charro dropped slightly from a last year tie for second place to the third most congested segment in 2005. Also dropping a bit, but with the same vehicle-hours of delay, was the afternoon commute on EB I-580 from east of Livermore to just east of Greenville (from fifth to sixth). SB and NB I-880 were similar in ranking and congestion levels as 2004 in their morning approach to the South Bay and the Bay Bridge, respectively. Afternoon commuters heading into and out of San Francisco on I-80 also experience delays comparable to last year.

**Moving Down.** Once across the Bay Bridge from San Francisco, afternoon commuters enjoyed a considerable decrease in travel time, dropping from third to ninth place on the Top 10 list!

**Moving Up.** Afternoon commuters on EB SR-92 endured 85 more minutes in traffic, climbing from eighth place to fourth in 2005. When compared to the top 10 congested freeways in the nine-county Bay Area, this segment has made an astonishing climb from 35th in 2002 to fifth in 2005.

**Moving Off.** Good news for afternoon travelers through the Caldecott Tunnel—EB SR-24 dropped off the list after being the fourth most congested corridor in 2004.

## Accidents

The overall number of accidents on Alameda County freeways continued to decrease slightly (three percent since 2003). The I-680 corridor declined for the fourth consecutive year and reported the fewest incidents. Most of Alameda County's freeways are near the state average for the number of accidents on a similar type of freeway, with three notable exceptions.

- I-680 has nearly one-half the number of accidents.
- I-80, while decreasing slightly from last year, has 61 percent more accidents than average.
- I-238, increasing slightly from 2003, has near twice as many accidents than other similar freeways.

## Road Repair

Overall, 86 percent of Alameda County roadways are considered to be in good-to-excellent condition, an eight percent increase from 2003. However, similar to the previous year, a recent survey found that 290 miles of freeways in Alameda County need rehabilitation. Of this total, over half the poor pavement conditions are on I-580 and I-680.

## Transit

The eight transit operators continue to work to create a responsive, reliable and coordinated system. Following an 11 percent increase in ridership in 2003-2004, transit operators report only a slight increase (one percent) this past year.

## Bicycle

The 2001 *Countywide Bicycle Plan* proposes approximately 492 miles of bicycle facilities. In 2004, five cities and unincorporated Alameda County added 36 miles to the 192 miles of existing facilities. Expected to be completed in Spring 2006, a comprehensive update of the Plan is underway.

*Pull Quote—with this section*

42 percent of the countywide bicycle system is complete.

*Prepare in Map Form (like last year)*

### The 10 Most Congested Corridors in the Bay Area

Ranking	County	Freeway Corridor	Peak Period
1	Alameda/Contra Costa	WB I-80, SR-4 to Bay Bridge	a.m.
2	Alameda	WB I-580, North Flynn to Airway	a.m.
3	Alameda	EB I-580, Hopyard to west of El Charro	p.m.
4	San Francisco	EB I-80 & NB 101, Cesar Chavez to west of Bay Bridge	p.m.
5	Alameda	EB SR-92, Clawitter to I-880	p.m.
6	Contra Costa	WB SR-4, Lone Tree to west of Loveridge	a.m.
7	Marin	SB US-101, north of SR-37 to I-580	a.m.
8	Marin	NB US-101, SR-1 to north of I-580	p.m.
9	Santa Clara	NB US-101, I-280 to north of Trimble	a.m.
10	Alameda/SF	EB I-80, west of Treasure Island to east of Powell	p.m.

*Source: MTC, 2004 Bay Area Freeway Congestion Data.*

*Sidebar—connected to the two maps*

In an alarming reflection of transportation woes in Alameda County, five of the top 10 congested freeways in the Bay Area are found in Alameda, including four of the top five.

*Prepare in Map Form (like last year)*

## **The 10 Most Congested Corridors in Alameda County**

Ranking	Freeway Corridor	Peak Period
1	WB I-80, SR-4 to Bay Bridge	a.m.
2	WB I-580, North Flynn to Airway	a.m.
3	EB I-580, Hopyard to west of El Charro	p.m.
4	EB SR-92, Clawitter to I-880	p.m.
5	EB I-80, west of Treasure Island to east of Powell	p.m.
6	EB I-580, east of Livermore to east of Greenville	p.m.
7	NB I-880, W Grand Avenue to south of Maritime	a.m.
8	WB I-80, toll plaza & Incline section on SFOBB to Fifth Street	p.m.
9	EB I-80, I-580 to Gilman	p.m.
10	SB I-880, Stevenson to Mission	a.m.

*Source: MTC, 2004 Bay Area Freeway Congestion Data.*

### *Feature Article—Inside Cover*

## **LET'S GET MOVING ON I-580**

Population in counties east of San Francisco has soared in recent years as Bay Area workers moved in search of lower housing prices. The result—a dramatic increase in traffic congestion in East Alameda County since 2000.

### **Growing Congestion**

Being caught in bottlenecks is particularly evident to people traveling through the I-580 Livermore Valley, where three of the 10 worst commutes in Alameda County are found.

### **Getting to Work**

As the main interregional corridor serving hundreds of thousands of commuters, this freeway is integral to connecting people to jobs. During the weekday commute hours, however, congestion in the corridor now lingers long past the commute hours.

### **Moving Goods**

It is a vital link and transportation gateway for moving goods in and out of the region, including major farm-to-market travel between the Central Valley and the Bay Area.

#### *Pull Quote with Moving Goods (above)*

The corridor is the primary gateway for nearly 20 percent, or \$81 billion, of the Bay Area's domestic trade flow.



## Having Fun

And it handles significant recreational traffic as people travel to the Sierras and to Central and Southern California on weekend and summer days.

## Setting Policy

In response, the CMA Board took significant action by assigning high priority to I-580 Livermore Valley projects in the *2004 Countywide Transportation Plan*. The CMA staff was directed to actively spearhead a cooperative effort between partner agencies to improve mobility, traffic safety and operations in this corridor.

## Launching Projects

When the CMA Board assigns high priority, funding for such designated projects is expedited. With RM2 funds coming in, these projects will move forward, faster—including:

### HOV Lanes

As part of the multi-phase Tri-Valley Transportation Improvements for the SR-84, I-580 and I-680 corridors, the I-580 HOV Lane Project is intended to reduce the delays that plague commuters in the Livermore Valley. The initial phase focuses on bringing congestion relief by constructing an interim eastbound HOV lane from Hacienda Drive to Greenville Road (including auxiliary lanes at several interchanges). Environmental documentation, preliminary engineering and at-risk design are underway.

Subsequent phases will include a westbound HOV lane. The PSR has been completed. Together these lanes are expected to encourage an increase in both carpooling and express bus service.

### Interchange Modification Project

A PSR for the I-580/I-680 HOV Direct Connector is also underway. This study will evaluate options to improve connections between I-580 and I-680, including direct connectors for two critical commute movements:

- Westbound I-580 HOV to southbound I-680 HOV; and
- Northbound I-680 to eastbound I-580 HOV.

*Pull Quote—with this section*

The *Tri-Valley Triangle Study* will set priorities and sequencing of projects. The study is expected to be completed by Spring 2006.

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### *Second Article*

## **MOVING GOODS ON I-580/I-238/I-880**

The movement of goods affects all travelers, whether it's the impact of trucks on the freeways, the ability to buy a retail item delivered by truck or the impact on congestion. This is clearly evident on the I-580/I-238/I-880 corridor, where thousands of jobs depend on this corridor flowing freely. In the Bay Area, this corridor is perhaps arguably the most significant freight corridor, particularly with the amount of

deliveries to the Port of Oakland With such a distinction, the CMA has compiled a preliminary list of 17 planned/programmed improvements, totaling over \$1 billion.

### *Side Bar with Above—Good Moves!*

The importance of this corridor to the region cannot be underestimated:

- It is the primary gateway for nearly 20 percent, or \$81 billion, of the Bay Area's domestic trade flow.
- It provides access to the Port of Oakland, the 4th largest container port in America, handling about 1.2 million containers each year. This amount is projected to triple by 2030.
- Port activity generates almost 44,000 jobs, with an economic impact of over \$7 billion.
- Travelers of this corridor experience approximately 25 percent more delay than in the entire East Bay.
- On I-880, trucks represent 11 percent of the daily traffic.

### *Third Article*

## **ON-GOING PROJECT UPDATES**

Building off past successes, the CMA looks forward to new and ongoing projects and programs in the coming year, including:

### **2005 Congestion Management Program**

Required by California law for all urban counties, *Congestion Management Program* sets forth the fundamentals for implementing the long-range *Countywide Transportation Plan*. In November 2005, the CMA Board approved the 2005 CMP Update.

### **Community-Based Transportation Plan**

As part of their Lifeline Transportation Network, MTC identified several low income areas where transportation needs are not being met. To better meet these needs, neighborhood residents are being asked to help identify transportation gaps, solutions, costs and potential funding sources.

After completing *Central Alameda Community-Based Transportation Plan*, focusing on portions of an unincorporated area of Hayward, the CMA launched a second community-based planning process. This effort is assessing the needs of residents in West Oakland. A handful of students from nearby McClymonds High School are interning with the project consultants. They are assisting with the outreach campaign by conducting public presentations and distributing surveys at churches, senior centers and community centers. The effort is also being closely coordinated with the West Oakland Project Area Committee, an organization of community representatives.

Similar studies will be conducted in East Oakland and in two Berkeley neighborhoods later in the year.

### **Regional Measure 2 Projects**

Other RM2 projects, along with the I-580 corridor improvements, are also in full swing, including:

- I-880/29th Avenue Interchange Improvements

- I-880/Grand Avenue HOV On-Ramp
- SR-84 HOV Lane Extension
- Regional Express Bus Improvements
- Ardenwood Park-and-Ride
- West Grand Avenue Transit Enhancements

### **Another Smart Corridor**

Based upon the success of the San-Pablo Rapid Bus/SMART Corridor, the CMA began developing another similar project on the 20-mile Telegraph-Broadway-International (INTEL) corridor between UC Berkeley and Bay Fair Center. The project is expected to become operational in Spring 2006.

### **Ride-Now**

Ride-Now, also known as Dynamic Ridesharing, is an exciting new technology that allows BART commuters to find “last minute” rides between their home and the Dublin/Pleasanton BART station using a telephone or the internet. After receiving approval from the FHWA in 2003, planning was completed and the project was launched in November 2005.

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#### *Back Page—Sidebar*

This is the seventh edition of Mobility Monitor, published by the CMA. As the local agency responsible for congestion management in Alameda County, the CMA strategically plans, funds and implements projects and programs for highway and transit expansion, local road improvements, transit maintenance and improvements to bicycle and pedestrian facilities. The CMA’s governing board is composed of elected officials representing the governments and major transit agencies in Alameda County.

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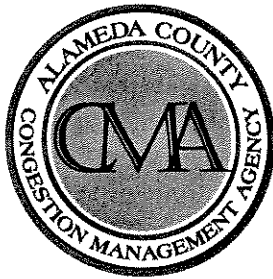
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*February 13, 2005  
Agenda Item 4.1*

**Memorandum**

**DATE:** February 3, 2006  
**TO:** Plans and Programs Committee  
**FROM:** Frank R. Furger, Deputy Director  
Cyrus Minoofar, Principal Engineer  
**SUBJECT:** Funding for SMART Corridors Program

**Action Requested**

In February of 2005, staff presented to the Plans and Programs Committee a draft Operations and Maintenance Plan for the SMART Corridors. Staff is updating this plan and evaluating options for a dedicated fund source for the SMART Corridors O&M. Staff is seeking the Committee's input on the approach to the revised plan and any other issues that should be addressed in a revised O&M funding plan.

**Discussion**

The East Bay SMART Corridors Program was successfully launched on May 18, 2004. The continued success of the program however is dependent on a reliable source of funding for the ongoing Operations, Maintenance and Management of the system.

In February of 2005, staff presented to the Plans and Programs Committee a draft Operations and Maintenance Plan. The Plan described the O&M needs of the SMART Corridors and identified the O&M funding that had been secured to date. A draft plan was proposed for future funding of the O&M needs that included contributions from the cities, counties and transit agencies that are participating in the program. A dedicated revenue source in the form of Vehicle Registration fees was proposed in AB 1623 (Klehs).

The veto of AB 1623 by the Governor and the inability of local agencies to contribute to the O&M needs of the SMART Corridors due to their own budgetary constraints have forced CMA staff to re-evaluate the funding plan for the O&M needs of the program.

Based on current commitments, there is approximately \$1.1 million in O&M funds remaining for the SMART Corridors. The very basic needs of the program – ongoing communications costs, landlines and managed services cost approximately \$42,000 per



month. Allowing for costs for a field maintenance contractor, sufficient funds remain for approximately 22 months of O&M expenditures at this level.

Staff is preparing a revised O&M plan that will be presented to the Committee in March. A White Paper is being developed that will explore various dedicated fund sources that can be used for O&M including development of a County Service Area, set-asides in existing funding programs and a re-introduction of the Klehs bill in the upcoming legislative session.

The Plan will evaluate alternative technologies that may be available that might reduce the monthly operating costs and will also evaluate the consequences of “turning off” the system if sufficient funds to operate the program are not identified.

The Committee’s input will be incorporated into the revised O&M plan that will be presented at the March meeting.